

# THE GOLD CUP

TRI-CITIES, WASHINGTON





*The stores  
behind  
the hydro...*



*Our New Yakima store at 1729 S. First*

44 stores in 10 states and Canada selling famous brand electrical, plumbing, building materials, auto supply and sporting goods at money saving prices. Everything for the home improvement do-it-yourselfer is at your nearby Pay 'N Pak store in wide selection. Always a wealth of home remodeling and improvement ideas and performance products await you. Get the Pay 'N Pak habit, you'll enjoy it and look at all the money you'll save!

# PAY 'N PAK

STORES, INC.

## SPOKANE

• 301 W. Boone  
• 223 W. Boone

## TRI CITIES

• 116 N. Main St.  
Kennewick

## YAKIMA

• 1729 S. First

## WENATCHEE

• 708 S. Wenatchee

## MOSES LAKE

• 211 N. Elder

## WALLA WALLA

• 416 E. Main

## LEWISTON, IDA.

• 3100 N. & S. Highway

## OTHER STORES IN WASHINGTON

SEATTLE - TACOMA - KENT - OLYMPIA  
EVERETT - BELLEVUE - BELLINGHAM  
MT. VERNON - REDMOND - LONGVIEW  
BREMERTON



A MANDARIN'S DELIGHT

# CHINESE GARDENS

## CHINESE + AMERICAN FOODS

Not just the usual entrees  
...but serving a few  
of the more Exotic foods!



for your favorite  
Beverage

## THE DRAGON ROOM



MONDAY THRU SATURDAY  
11:00 a.m. to 2:30 a.m.  
SUNDAY  
Noon to 11:00 p.m.



547-0092 or 547-8682

1520 North 4th  
(near Court)  
Pasco, Washington







# **GOLD CUP**

*A Community Event  
you can Bank on*

## **TRI-CITY CLEARING HOUSE ASSOCIATION**

### ***Seattle First National Bank***

KENNEWICK BRANCH - 138 VISTA WAY  
RICHLAND BRANCH - 507 KNIGHT  
PASCO BRANCH - 350 W. LEWIS

### ***National Bank of Commerce***

KENNEWICK OFFICE -  
23 WEST KENNEWICK AVE.  
RICHLAND OFFICE - 711 JADWIN

### ***Columbia Center National Bank***

1000 COLUMBIA CENTER  
KENNEWICK, WASHINGTON

### ***Old National Bank***

KENNEWICK OFFICE - 303 W. FIRST  
RICHLAND OFFICE - 711 JADWIN  
PASCO OFFICE - 202 N. 10TH

### ***Washington Mutual Savings Bank***

601 W. KENNEWICK AVE.  
KENNEWICK, WASHINGTON

### ***Peoples National Bank***

203 NORTH FOURTH - PASCO

MEMBERS F.D.I.C.



THE TRI-CITY WATER FOLLIES ASSOCIATION  
PRESENTS  
THE AMERICAN POWER BOAT ASSOCIATION'S  
**1973**  
**GOLD CUP**  
FOR UNLIMITED HYDROPLANES

**JULY 22**  
COLUMBIA PARK

TRI-CITIES, WASHINGTON  
PASCO-KENNEWICK-RICHLAND

## SCHEDULE OF RACING

11:45 a.m. Opening Ceremonies - National Anthem

(Schedule - more than 12 boats)

12:00 noon ..... Heat 1-A  
12:30 p.m. .... Heat 1-B  
1:00 p.m. .... Heat 1-C

2:00 p.m. .... Heat 2-A  
2:30 p.m. .... Heat 2-B  
3:00 p.m. .... Heat 2-C

4:00 p.m. .... Heat 3-A  
4:30 p.m. .... Heat 3-B

5:30 p.m. THE GOLD CUP



(Schedule - 12 or less boats)

12:00 noon ..... Heat 1-A  
12:30 p.m. .... Heat 1-B

1:30 p.m. .... Heat 2-A  
2:00 p.m. .... Heat 2-B

3:00 p.m. .... Heat 3-A  
3:30 p.m. .... Heat 3-B

4:30 p.m. THE GOLD CUP

## GOLD CUP ADDED ATTRACTIONS

11:00 a.m. .... Aerobatics  
Dave Rahm and his Heidelberg Pitts Special

Thunderbird Sport Parachute Club  
Sky Diving and Parachute Exhibition  
Between heats 1 & 2  
Between heat 3 and Gold Cup

Cliff Howard and T-Minus Two  
Aerobic Exhibition  
Between Heats 2 & 3

**THE PROGRAM:** Editor, Ken Maurer. Interior design and layout, Carla Alme; Production Coordinator, Bruce Glenn; Production Staff, Christie Hatfield, Patty Brain. Cover Illustrator, Joan Mootry. Photography, Ralph Smith; Lee Feigum, Photo 1; Dale Schreck; Battelle-Northwest Photography Unit; Bruce McKim, Seattle Times; Bob Stearns, Seattle; Bill Osborne, Seattle. Production supervision, Advance Advertising, Inc.; Printing, Pischel Yearbooks, Inc., Pasco.

Copies of the Gold Cup program are available from:  
Tri-City Water Follies Association  
1313 W. Clark, Box 2051, Pasco (Tri-Cities) Wash. 99302.  
Phone (509) 547-2203



# UNLIMITED ENERGY



WELCOME TO THE SUN SPOT

from the men and women of

**EXXON  
NUCLEAR**

(formerly Jersey Nuclear)

Richland Operation: 2101 Horn Rapids Road, Richland, Washington 99352

Headquarters: 777-106th Avenue N.E., Bellevue, Washington 98004



# MISS TRI-CITIES CANDIDATES

Gold Cup Miss Tri-Cities Pageant - Friday, July 13  
Kennewick High School Auditorium



**PATRICIA ANN PUCKETT**  
Daughter of,  
Mr. and Mrs. George S. Puckett, Pasco



**GAIL IRENE HENDRON**  
Daughter of,  
Mr. and Mrs. John Hendron, Kennewick



**MARSHA deCARMAN MOORE**  
Daughter of,  
Mr. and Mrs. Harlan Moore, Kennewick



**JAMI LOU FUJIHARA**  
Daughter of,  
Mr. and Mrs. Paul Fujihara, Kennewick



**PHYLLIS ANN YOUNG**  
Daughter of,  
Mr. and Mrs. Donald L. Young, Pasco



**TEDDI LOU SCHMIDT**  
Daughter of,  
Mr. and Mrs. C. R. Schmidt, Kennewick



**MARY BRIDGETT ANN STRASSER**  
Daughter of,  
Mr. and Mrs. L. W. Strasser, Richland



**MELITTA ANN STUMP**  
Daughter of,  
Mr. and Mrs. Allan Stump, Richland



**TARRI CHRISTINE NELSON**  
Daughter of,  
Mr. and Mrs. Stuart J. Nelson, Pasco



**VICKIE LEE SILLIMAN**  
Daughter of,  
Mr. and Mrs. Ken Silliman, Kennewick



**KARLENE MAE INGERSOLL**  
Daughter of,  
Mr. and Mrs. David Ingersoll, Kennewick



**ELLEN DRUMHELLER**  
Daughter of,  
Mr. and Mrs. Kirk Drumheller, Richland

*Photos - by Dale Schreck Photographers, Pasco*



# The People You Can Talk To



DALE LORT



LEE SANDERS



RICH DENGATE



JOHN DORAN



FRED BOND



JOHN HINMAN



TOM SHIPLEY



BOB LARIMER



ROBERT L. TROTTER



TOM WILLIAMS  
District Manager

The heart of human communication and of human understanding lies in the relationship of one individual to another.

The telephone is one of civilization's greatest contributions to One-to-One communication and personal understanding.

The operation of our company is based on a genuine understanding between people. This is what we mean by "One-to-One".

It is in fact, the very essence of our business that all dealings with our customers be conducted on a highly personal "One-to-One" basis.

For it is only in this way — through direct, honest, courteous "One-to-One" communication that we as a company can express our concern for our customers as individuals . . . and . . . only in this way that our customers will understand that we are doing our best to serve them.



MARY KIRBY



BRENT WARNER



BUCK HAND



PAT MAYS



BUCK BOND



ESTHER KAHN



TOM TOLAND



J.C. ISLEY



SHIRLEY KILBURY

**GTE**  
GENERAL TELEPHONE

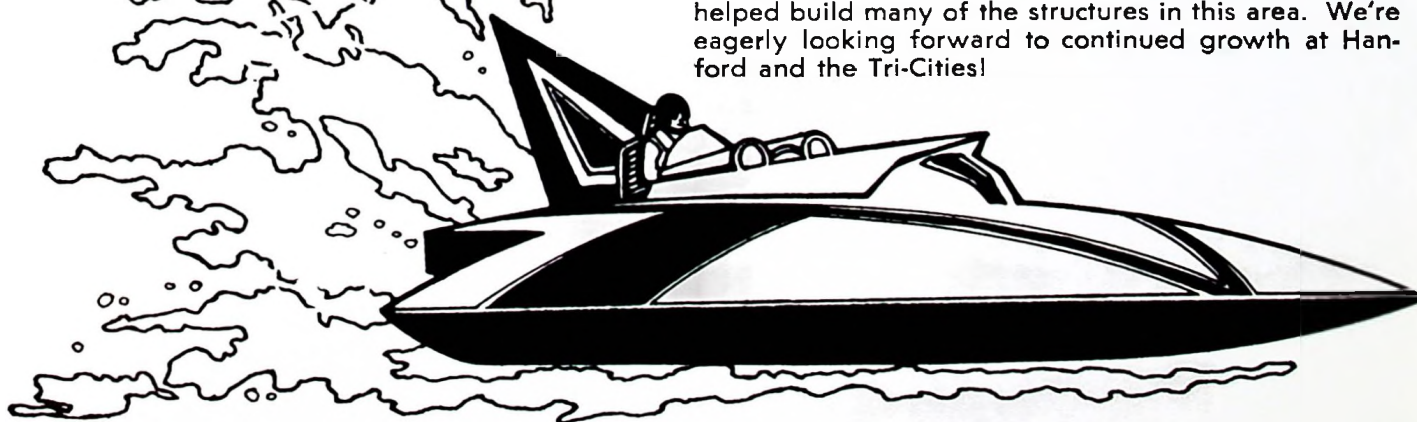


# THE GOLD CUP WINNERS

1972	Atlas Van Lines	Detroit	Bill Muncey	Lee Schoenith	104.277 MPH
1971	Miss Madison	Madison, Ind.	Jim McCormack	City of Madison	98.520 MPH
1970	Miss Budweiser	San Diego	Dean Chenoweth	Hydros, Inc.	98.597 MPH
1969	Miss Budweiser	San Diego	Bill Sterett	Little-Friedkin	98.847 MPH
1968	Miss Bardahl	Detroit	Billy Schumacher	Ole Bardahl	108.230 MPH
1967	Miss Bardahl	Seattle	Billy Schumacher	Ole Bardahl	101.561 MPH
1966	Tahoe Miss	Detroit	Mira Slovak	William Harrah	93.340 MPH
1965	Miss Bardahl	Seattle	Ron Musson	Ole Bardahl	103.132 MPH
1964	Miss Bardahl	Detroit	Ron Musson	Ole Bardahl	100.377 MPH
1963	Miss Bardahl	Detroit	Ron Musson	Ole Bardahl	105.119 MPH
1962	Miss Century 21	Seattle	Bill Muncey	Willard Rhodes	100.074 MPH
1961	Miss Century 21	Reno	Bill Muncey	Willard Rhodes	99.678 MPH
1960	DECLARED NO CONTEST	Las Vegas			
1959	Maverick	Seattle	Bill Stead	Bill Waggoner	104.003 MPH
1958	Hawaii Kai III	Seattle	Jack Regas	Mike Welsch	103.481 MPH
1957	Miss Thriftway	Seattle	Bill Muncey	Willard Rhodes	101.969 MPH
1956	Miss Thriftway	Detroit	Bill Muncey	Willard Rhodes	96.52 MPH
1955	Gale V	Seattle	Lee Schoenith	Joe Schoenith	MPH
1954	Slo Mo Shun V	Seattle	Lou Fageol	Stan Sayres	99.104 MPH
1953	Slo Mo Shun IV	Seattle	Lou Fageol-Joe Taggart	Stan Sayres	92.613 MPH
1952	Slo Mo Shun IV	Seattle	Stan Dollar	Stan Sayres	79.925 MPH
1951	Slo Mo Shun V	Seattle	Lou Fageol	Stan Sayres	90.57 MPH
1950	Slo Mo Shun V	Detroit	Lou Fageol	Stan Sayres	78.215 MPH
1949	My Sweetie	Detroit	Bill Cantrell	Gregory-Schoenherr	73.610 MPH
1948	Miss Great Lakes	Detroit	Danny Foster	A.F. Fallon	43.435 MPH
1947	Pepsi V	Detroit	Danny Foster	Dossin Brothers	54.909 MPH
1946	Tempo VI	Detroit	Guy Lombardo	Guy Lombardo	68.072 MPH

## Our Roostertail Is Up

The George A. Grant, Inc. Construction Company is proud to be a part of the vibrant Tri-Cities and to have helped build many of the structures in this area. We're eagerly looking forward to continued growth at Hanford and the Tri-Cities!



## George A. Grant

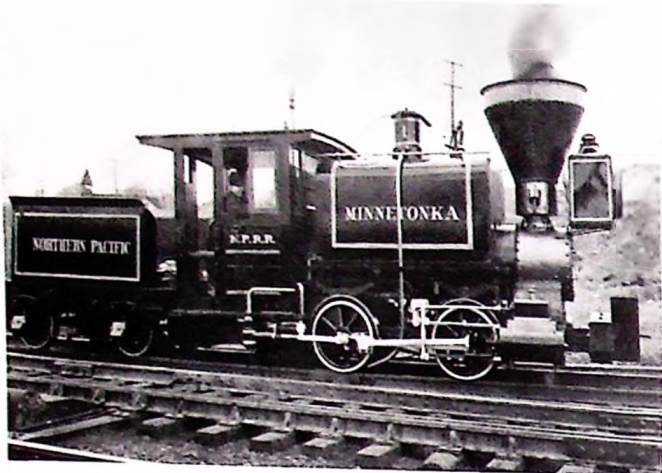
INCORPORATED

General Contractor

RICHLAND



## See the Minnetonka



Northern Pacific's first locomotive, the little balloon stacked Minnetonka, will be on public display in the Tri-Cities July 13-21 during the Gold Cup and Water Follies. Built in Pittsburgh at a cost of \$6,600, the 12-ton, 27-½ foot engine was delivered to the NP in 1870 and saw duty with railroad construction forces in both Minnesota and Washington. Subsequently sold to a logging company, it was discovered in retirement by the NP and completely refurbished for exhibit at the New York and Chicago World's Fairs. Still handsomely preserved, the Minnetonka continues to be exhibited on special occasions by Burlington Northern as a symbol of the contributions made by its predecessor railroads to the development of the West. The Minnetonka will be on display on the railroad siding adjacent to Grigg's Shopping Center in Pasco.



**Ready Mix Concrete  
At Your Fingertips**

**946-4131**



## Gold Cup and Tri-City Water Follies

Kennewick, Pasco, Richland, Washington

### SCHEDULE OF EVENTS

#### Miss Tri-Cities Pageant

Friday, July 13, 8 p.m., Kennewick High School auditorium. The opening event of Gold Cup week. See the competition to choose Miss Tri-Cities.

#### Gold Cup Grand Parade

10 a.m., Saturday, July 14, along the river in Columbia Park

#### Cavalcade of Marching Drums

7:30 p.m., Saturday, July 14, Pasco High School Stadium. An exciting evening of music and precision marching as the top drum and bugle corps in the Northwest compete.

#### Gold Cup Qualifying

Daily, Wednesday through Saturday, on the Gold Cup course on the Columbia River. Unlimited hydroplane pit area is located in Columbia Park. Pit tours of unlimited boats will be conducted.

#### Gold Cup Talent Shows

Wednesday and Thursday, 8 p.m. outdoor stage in Columbia Park. The best in young talent performs.

#### Gold Cup Kiddies Parade

Wednesday, 6:30 p.m. Columbia Center.

#### Parachute Accuracy Contest

Saturday, July 21, beginning about 8 a.m. Some 200 parachutists from throughout the Northwest competing. Course will be located on the parking area in Columbia park. Co-sponsored by the Thunderbirds Sport Parachute Club.

#### First Steam Locomotive

The "Minnetonka," the nation's first steam locomotive. On display by Burlington Northern. Rail siding near Grigg's Shopping Center in Pasco. Daily, July 13-21.

#### Sidewalk Arts & Crafts Show

By the Allied Arts Association, Friday and Saturday, July 20-21, 9 a.m. until dusk, Harry Kramer Center, Richland, Wa.

#### Gold Cup Auto Cross

Saturday, July 21, 9 a.m. At Tri-Cities airport in Pasco. A precision driving competition for sports cars.

#### Left Arm Wrist Wrestling

Saturday, July 21, 7 p.m., outdoor stage in Columbia Park. Left arms only. The second annual tournament. Four weight divisions for men, one for ladies.

#### Carnival and Concessions

The Ralph Meeker Carnival and concessions operating daily in Columbia Park. Open 6:30 p.m. weekdays, noon on weekends.

#### The Gold Cup, 1973

Water Racing's top event. Racing at 12 noon. 2-½ mile course off Columbia Park between Pasco and Kennewick.



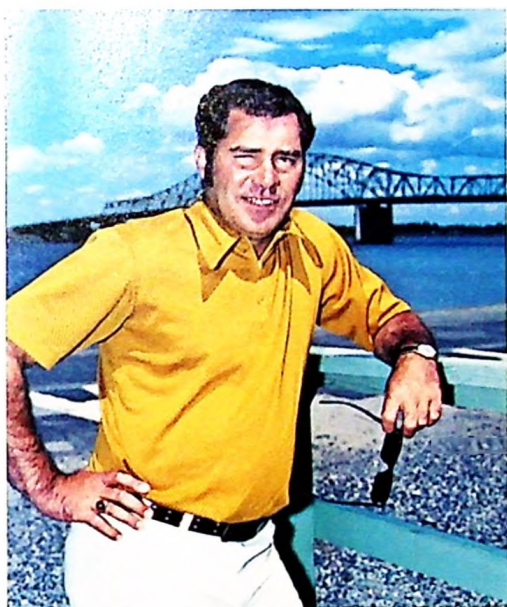


**Dave Dickerson**  
PRESIDENT

## GOLD CUP OFFICERS



**Ken Thompson Jr.**  
VICE PRESIDENT & RACE CHAIRMAN



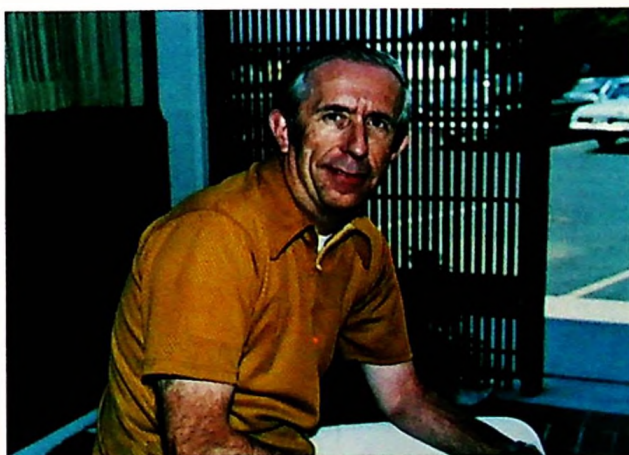
**Keith Bowers**  
VICE PRESIDENT & PIT BOSS



**John Horning**  
VICE PRESIDENT



**Jim Perry**  
VICE PRESIDENT

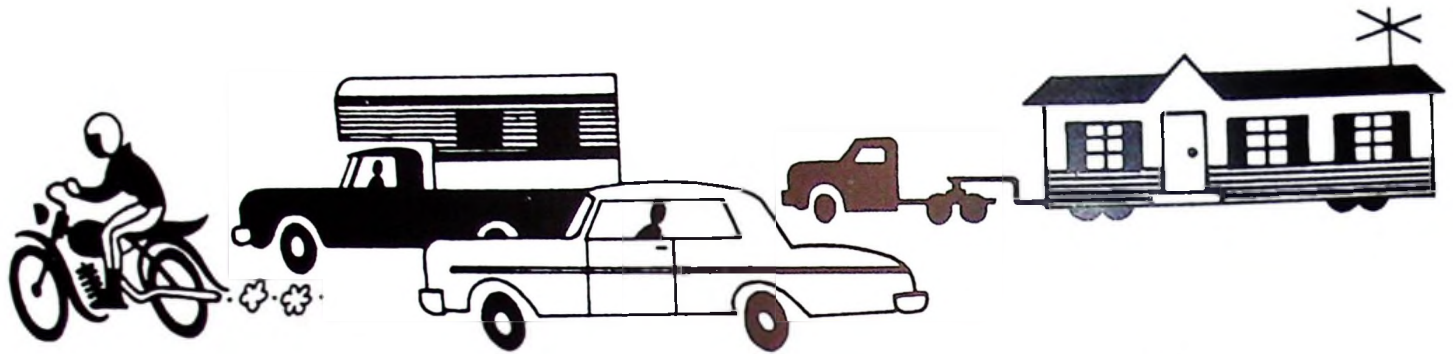


**Ken Maurer**  
SECRETARY-TREASURER



**Dr. Orval Patchett**  
PAST PRESIDENT





## If it has wheels, your credit union can finance it!

In the market for a new or used car, trailer, camper, motorcycle...maybe even a mobile home?

The credit union has plenty of money to loan right now for just about anything you want on wheels.

Give us a call and let us know how much you need.

That's all it takes to start the wheels turning.

**GESA & HAPO FEDERAL CREDIT UNIONS**

**RICHLAND**

# The Trophy Place

**Complete  
Supplier  
of  
Athletic &  
Physical  
Education  
Equipment**

Designer and provider of trophies,  
plaques and awards

AWARDS  
ENGRAVING  
RIBBONS

TROPHIES  
PLAQUES  
SILK SCREENING

*"Home of the Best"*



**RI-  
TATE**

*Athletic Supply Co.*

7 WEST KENNEWICK AVE.

KENNEWICK, WASH.



# GOLD CUP RECORDS

		MPH
60 mile race (on 3 mile course):		
U-40 MISS BARDAHL, Ron Musson	1963	105.124
60 mile race (on 2 ½ mile course):		
U-7 NOTRE DAME, Leif Borgersen	1970	100.535
30 mile heat (on 3 mile course):		
U-8 HAWAII KAI III, Jack Regas	1957	109.823
30 mile heat (on 2 ½ mile course):		
U-3 MY SWEETIE, Bill Cantrell	1949	78.645
15 mile heat (on 3 mile course):		
U-75 MISS EXIDE, Bill Brow	1965	112.312
15 mile heat (on 2 ½ mile course):		
U-70 MYR'S SPECIAL, Dean Chenoweth	1969	103.906
3 mile lap:		
U-40 MISS BARDAHL, Ron Musson	1963	114.650
1 ½ mile lap:		
U-70 MYR'S SPECIAL, Dean Chenoweth	1969	111.663
3 mile qualification average:		
U-75 MISS EXIDE, Bill Brow	1965	120.356
2 ½ mile qualification average:		
U-3 MY SWEETIE, Bill Cantrell	1949	92.402
5 mile qualification average:		
U-2 MISS U.S., Bill Muncey	1969	113.066
3 ¾ mile qualification lap:		
U-27 SLO-MO-SHUN IV, Joe Taggart	1955	119.575
3 mile qualification lap:		
U-75 MISS EXIDE, Bill Brow	1965	120.536
2 ½ mile qualification lap:		
U-7 NOTRE DAME, Leif Borgersen	1969	116.883

(NOTE: Speeds attained during the 1968 and 1972 Gold Cup regattas are not included on account of the courses being uncertified for records.)

# 1973 SCHEDULE

Date, City and Race Name	Water Body	Purse
May 20, Miami, Florida Champion Spark Plug Regatta	Biscayne Bay	\$25,000
June 2-3, Washington, D.C. President's Cup	Potomac River	\$25,000
June 17, Owensboro, Ky. Kentucky Governor's Cup	Ohio River	\$25,000
July 1, Detroit, Mich. Spirit of Detroit	Detroit River	\$25,000
July 8, Madison, Ind. Indiana Governor's Cup	Ohio River	\$25,000
July 22, Tri-Cities, Wash. APBA Gold Cup	Columbia River	\$41,150
August 5, Seattle, Wash. UIM World Championship	Lake Washington	\$50,000
September 2, Toledo, Ohio Glass City Cup	Maumee River	\$25,000
September 9, Detroit, Mich. Spirit of Detroit	Detroit River	\$25,000



## Sherwood & Roberts Inc

**MORTGAGE LOANS - FINANCING - REAL ESTATE - INSURANCE - INVESTMENTS**

### **RICHLAND**

1303 Geo. Wash. Way  
Phone 943-3111

### **PASCO**

1804 W. Lewis  
Phone 547-3343



it's the real thing



Coca-Cola™ and "Coke" are registered trade-marks which identify the same product of The Coca-Cola Company



# Gold Cup Drivers



Vals Mart's Bill Wurster



Budweiser's Dean Chenoweth



Ron Larsen of Notre Dame



Miss Madison's Charlie Dunn



Defending Champion Bill Muncey of Atlas Van Lines



Fred Alter of Roostertail



Tom D'Ear of Miss



Red Man's Jim McGinnis





small wonder

The energy problem facing this nation is immense. One solution to the problem is the liquid metal fast breeder reactor, which will use fuel pellets like those pictured here. They will also be used in the Fast Flux Test Facility, a test reactor under construction here in the Tri-Cities. There Westinghouse Hanford engineers, scientists, and technicians will carry out research and development in fuels, materials, and components for the liquid metal fast breeder reactor program.

Each fuel pellet will generate the energy equivalent of 566 pounds of coal. In the mature breeder reactor fuel cycle, each pellet will be recycled and generate the equivalent of 6,000 pounds of coal.

Westinghouse Hanford's employees operate the Hanford Engineering Development Laboratory for the U.S. Atomic Energy Commission in support of the liquid metal fast breeder reactor program. Our corporate parent - Westinghouse Electric Corporation - is also dedicated to the liquid metal fast breeder reactor program. We feel most proud to be asked to help make things happen. And in this case it starts with small wonders such as these pellets.

# Westinghouse Hanford

A Subsidiary of Westinghouse Electric Corporation

Operating the Hanford Engineering Development Laboratory  
for the  
United States Atomic Energy Commission



# 1973 TRI-CITY WATER FOLLIES BOARD OF TRUSTEES



Marv Bail



Dick Boyles



Tom Brutzman



Don Cooper



Bill M. Cox



George Dalen



Glen L. Haden



J.D. Isley



Hal Lindberg



Bob Loving



Dean Mitchell



Joe Osborne



Mark L. Pence



Jerry Reis



Warren Slout



Bob Standerfer



Len Suhadolnik



Chuck Wallace



Bob Welsh



Joe Wilcoxson



Bill Williams



Gene Young

**Quality Construction  
for an  
Atomic Community**



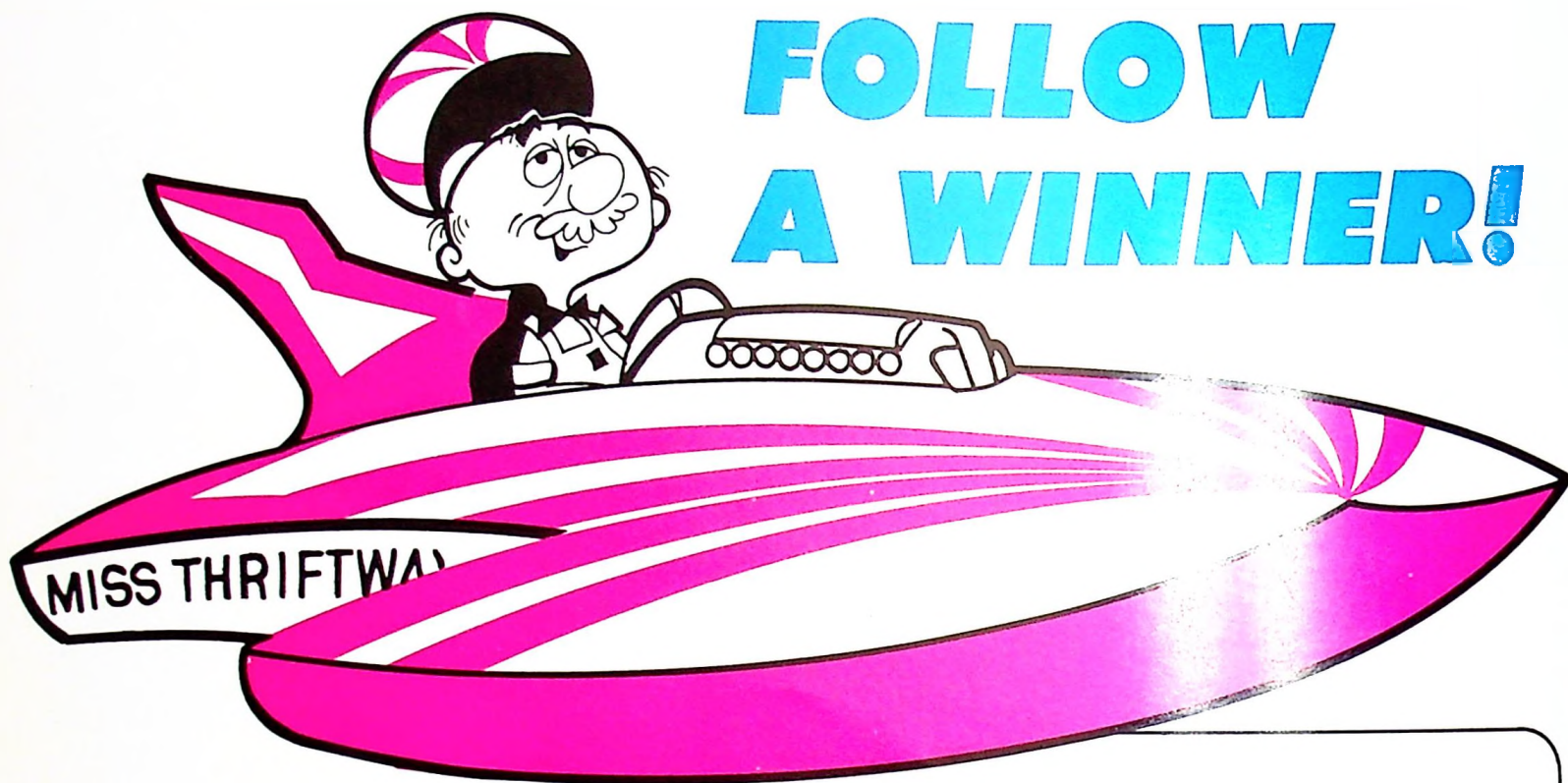
**J. A. JONES  
CONSTRUCTION CO.**

801 First Street

Richland, Washington



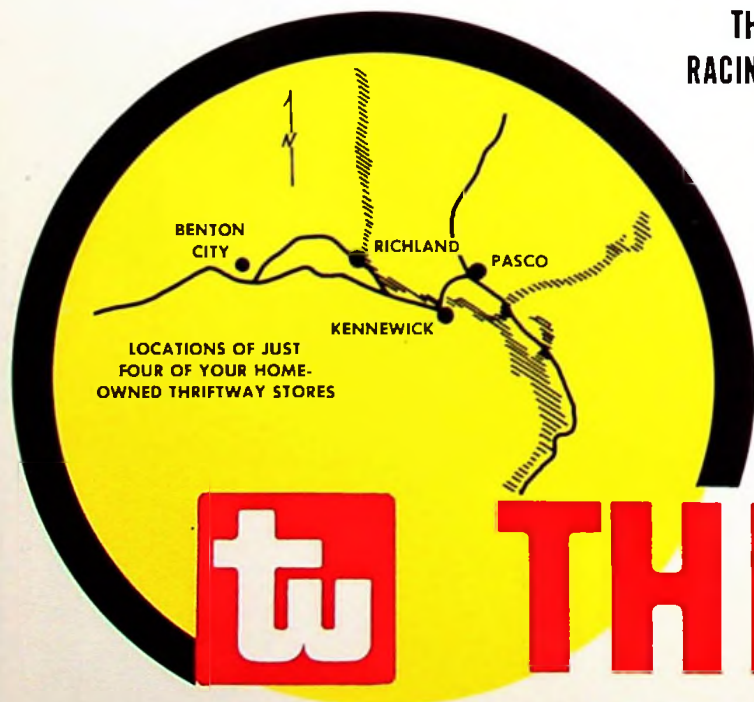
# FOLLOW A WINNER!



**REMEMBER  
MISS THRIFTWAY?**



THE BIGGEST HYDROPLANE RACE WINNER IN RECENT BOAT  
RACING HISTORY. ALL OF MISS THRIFTWAY'S TROPHIES WILL BE  
ON DISPLAY AT OUR STORES THROUGHOUT OUR  
BIG ANNIVERSARY SALE!



# THRIFTWAY

HOME OWNED STORES





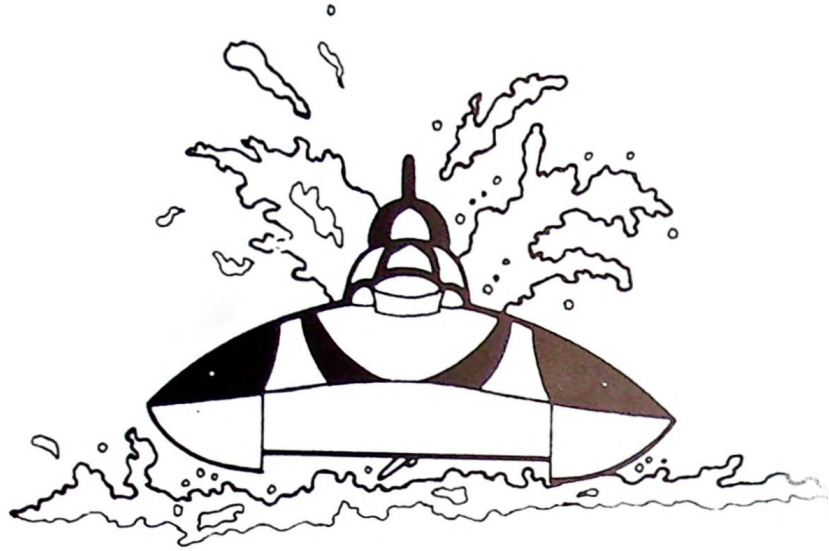
The Tri-City Water Follies 1973 Gold Cup Float



GOLD CUP RESCUE SLED

Course Chairman Bob Loving; Divers, Larry Davenport; Patrol Boats, Max Ehinger





The Tri-Cities  
**UNLIMITED SELECTION**  
**IN**  
**AUTOMOBILES**

**TRI-CITY NEW CAR DEALERS ASSOCIATION**

Lorne Bangert Ford

RICHLAND

Bob & Floyd's Mazda

KENNEWICK

Russ Dean Ford

PASCO

Jim Lahtinen Buick

PASCO

Osborne Chevrolet

PASCO

Overturf Motors

KENNEWICK

Tri-City Dodge - DESERT Toyota

KENNEWICK

Leskovar - LINCOLN - MERCURY

KENNEWICK

Sandvig Motors

KENNEWICK

Tri-City Datsun

KENNEWICK

Webb Chrysler - Plymouth

KENNEWICK

Marlow Brothers

KENNEWICK

John Shumate - PONTIAC - CADILLAC - FIAT

PASCO



## A Record Course

The 2 1/2-mile Tri-Cities Atomic Cup course being used for the 1973 Gold Cup is proving itself to be one of the fastest on the unlimited circuit.

Four world's records now in the book were set in the Tri-Cities.

Last year in qualifying, Bill Sterett Jr. in Pride of Pay 'N Pak set a world's record of 120.321mph for a 2 1/2-mile lap and 120.160 mph for a five mile average.

Also in last year's Atomic Cup, winner Bill Muncey in Atlas Van Lines set a world's competition record of 115.979 mph for a 2 1/2 mile lap and a world's record of 110.655 mph for a 15 mile competition heat.

Since the Gold Cup record for a 2 1/2-mile lap is 111.663 (set by Dean C. Howeth in Myr's Special in 1969) there is a good chance that a new record will be established this year in the Tri-Cities.

The Tri-City Gold Cup course has been certified as official for world-record purposes.



NOT GOLD  
BUT OUR  
SILVER  
ANNIVERSARY

**25**

YEARS OF PROFESSIONAL  
INSURANCE SERVICE

Professional Insurance Brokers and Counselors

**DUNNING-RAY**  
*Insurance Agency*

4th and Columbia - PASCO - 547-8844

## Gold Cup Air Show



Cliff Howard and T-Minus Two

Spectators at the Gold Cup will be treated to a mini-airshow.

Two of the best aerobatic pilots in the Northwest will fly exhibitions during the Gold Cup.

Cliff Howard of Seattle and his famous "T-Minus II" is an international aerobatic personality. He is a pilot of some 20 years with a background of 10 years in aerobatic flying.

His plane is especially designed, custom-built and a product of Cliff's own handiwork. His program includes outside Cuban eights and the famous "Lomcevak." In his "dry land" performances, he does his climatic "Inverted Ribbon Cut" in which he cuts a ribbon held between two poles on the ground with the tail of his plane while flying upside down.

He has thrilled millions of air show spectators and has appeared at championship airshows throughout North America.

Dave Rahm served as professor of geology at Washington State University and is presently on the faculty at Western Washington College in Bellingham. He uses his flying capabilities to study geological formations by aerial surveys.

His plane is the Heidelberg Pitts special and Dave's Gold Cup appearance is made possible by the Heidelberg Brewing Company.

Both Howard and Rahm appeared in the Water Follies air show here three years ago.

## Gold Cup Course

Anchors weighing 250 pounds in the form of a barrel filled with concrete are used to hold the buoys that mark the Tri-City Gold Cup race course. Steel rods are run through the barrels and left protruding before they are filled with concrete to give a "hedge-hog" effect to the anchors so they will not "roll" or "slide" along the bottom.

These anchors are dropped and then picked up again each time the course is set.

The anchors and buoys are dropped in their correct position by means of triangulation points and a survey crew working on shore. The survey crew communicates with the anchor crews on the river by radio to tell them where to position the anchors.

The survey of the course was submitted to the chief surveyor of the American Power Boat Association earlier this year, and the Columbia River Gold Cup course has been officially certified as approved for world records.



# Columbia Center



A COMPLETELY ENCLOSED "SHOPPING CITY OF THE FUTURE" WITH 60 STORES AND TWO MAJOR DEPARTMENT STORES UNDER ONE ROOF. COMPLETELY CLIMATE CONTROLLED TO A COMFORTABLE 72 DEGREES YEAR ROUND. COLUMBIA CENTER OFFERS THE FINEST SHOPPING AND SPECIAL EVENTS THROUGH-OUT THE YEAR.

... "IT'S THE FUN PLACE TO BE"

**"A SHOPPERS PARADISE IN THE HEART OF THE TRI-CITIES..."**

Hours: Mon. thru Fri. 10 a.m. to 9 p.m., Sat. 10 a.m. to 6 p.m., Sun. 12:00 p.m. to 6:00 p.m.



# The Shopping City for the Columbia Basin



LOCATED IN THE HEART OF THE TRI-CITIES, COLUMBIA CENTER IS JUST 8 MINUTES FROM THE CITY CENTERS OF KENNEWICK, PASCO & RICHLAND. COLUMBIA CENTER'S IDEAL LOCATION PROVIDES EASY FREEWAY ACCESS FROM ANY POINT IN THE COLUMBIA BASIN. FREE PARKING FOR 5,000 CARS ASSURES TOTAL CONVENIENCE EVEN DURING THE BUSIEST SEASONS.

# 8

Just 8  
minutes  
from the  
city centers  
of Kennewick,  
Pasco, & Richland

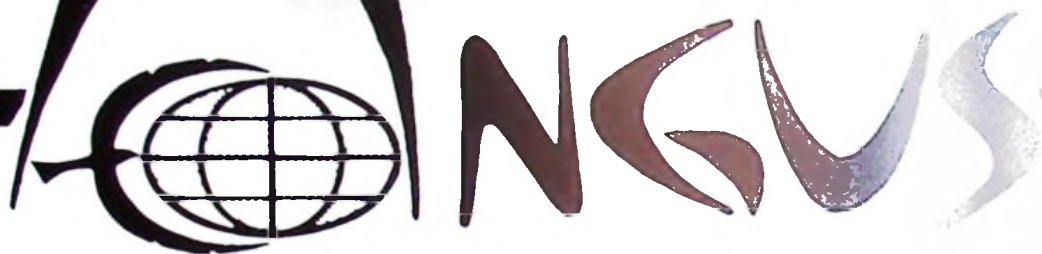
## Shopping at its best for you!





IN KENNEWICK

COSMOPOLITAN



MOTOR HOTEL

*a Cosmopolitan Hotel*

*The late night place to be*

ENTERTAINMENT & DANCING NIGHTLY  
IN THE

**BULL PEN LOUNGE**

*Monday thru Saturday*

*The in place to stay...*

DINE AND RELAX IN THE

**RIB ROOM**

*Featuring Choice Prime Rib*

COFFEE SHOP OPEN 6:30 A.M. TO 11:00 P.M.

80 LUXURY ROOMS — SWIM POOL

COLOR T.V. AVAILABLE



Recreation Room

POOL TABLE - PING PONG  
DARTS OR JUST RELAX  
AND WATCH COLOR TV

**205**

North Conway  
Kennewick

783-3141



# UNLIMITED HYDROPLANE SPEED RECORDS

## COMPETITION:

90 mile race (on 3 mile course): U-00 MAVERICK	Bill Stead	1959 Gold Cup	104.033
60 mile race (on 3 mile course): U-40 MISS BARDAHL	Ron Musson	1963 Gold Cup	105.124
60 mile race (on 2 1/2 mile course): U-7 NOTRE DAME	Leif Borgersen	1970 Gold Cup	100.535
45 mile race (on 2 mile course): U-40 MISS BARDAHL	Ron Musson	1965 San Diego Cup	115.056
45 mile race (on 2 1/2 mile course): U-71 ATLAS VAN LINES	Bill Muncey	1972 Atomic Cup	108.000
30 mile heat (on 3 mile course): U-8 HAWAII KAI III	Jack Regas	1957 Gold Cup	109.828
15 mile heat (on 3 mile course): U-40 MISS BARDAHL	Ron Musson	1965 San Diego Cup	116.079
15 mile heat (on 2 1/2 mile course): U-71 ATLAS VAN LINES	Bill Muncey	1972 Atomic Cup	110.655
3 mile lap: U-71 ATLAS VAN LINES	Bill Muncey	1972 Seafair Trophy	117.137
2 1/2 mile lap: U-71 ATLAS VAN LINES	Bill Muncey	1972 Atomic Cup	115.979

## QUALIFICATION:

9 mile average: U-25 PRIDE OF PAY 'N PAK	Billy Sterett, Jr.	1972 Seafair Trophy	125.581
6 mile average: U-25 PRIDE OF PAY 'N PAK	Billy Sterett, Jr.	1972 Seafair Trophy	125.874
5 mile average: U-25 PRIDE OF PAY 'N PAK	Billy Sterett, Jr.	1972 Atomic Cup	120.160
3 mile lap: U-25 PRIDE OF PAY 'N PAK	Billy Sterett, Jr.	1972 Seafair Trophy	125.874
2 1/2 mile lap: U-25 PRIDE OF PAY 'N PAK	Billy Sterett, Jr.	1972 Atomic Cup	120.321

## STRAIGHTAWAY:

Mile: U-2 MISS U.S. I	Roy Duby	Guntersville, Ala. - 4/17/62	200.419
Kilo: U-2 MISS U.S. I	Roy Duby	Guntersville, Ala - 4/17/62	198.168

### Welding Equipment & Supplies

INHILATION THERAPY — GASSES & EQUIPMENT

RENTALS — SALES AND SEVRICE

Emergency Oxygen Units

# PYCO INC.

PASCO

YAKIMA

### Inland Ice & Fuel Co.

# ICE

CRUSHED & BLOCK

PRES-TO-LOGS

Fire extinguisher sales & service

PHONE

582-5808

125 N. WASHINGTON — KENNEWICK



## TRI-CITIES' LARGEST HOTEL AND CONVENTION CENTER



THE RED LION MOTOR INN, IDEALLY LOCATED IN  
THE TRI-CITIES WITH COMPLETE FACILITIES  
FOR CONVENTIONS, BUSINESS MEETINGS, OR  
STRICTLY FOR FUN.



Relax and enjoy the Red Lion's warm hospitality . . . you can be as relaxed or as active as you choose knowing the complete resources of the Red Lion are as near as the phone . . . Room and Poolside Service, Dining, Entertainment, Golf, Swimming, or Sunning at the Carpeted Pool . . . Travel Agency, Beauty Parlor, Shoe Shine, Brokerage Service and the delightful Lion's Den all will provide you with a memorable convention, gathering or a leisure weekend at The Red Lion Motor Inn.

# The Red Lion Motor Inn

PASCO  
WASHINGTON



# GOLD CUP OFFICIALS



**BILL NEWTON**  
Chief Referee



**HARRY M. WOODS**  
Asst. Referee



**M. CHESEL YOUNG**  
Timer



**LUCILLE WOODS**  
Scorer

**FRED MARTIN – INSPECTOR**

**MARIE YOUNG – RECORDER**

**When you've  
got a thirst for life.**



If the way you like your  
living is the way you like your beer,  
taste life and all its flavor in a  
Mountain Fresh Rainier.

It's sunshine and ice.

**Rainier's got the flavor.  
When you've got a thirst for life.**

Rainier Brewing Company, Seattle, Washington

**Share your  
good times  
by calling  
Long  
Distance.**



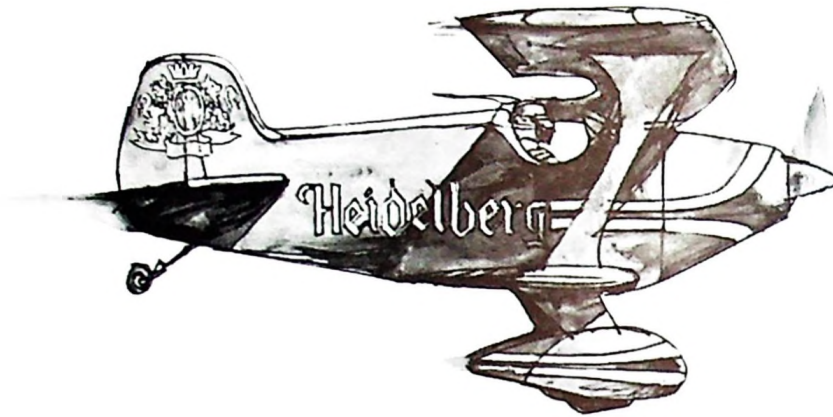
**Pacific Northwest Bell**

Long Distance Calls cost less on weekends and after 5 pm weekdays.

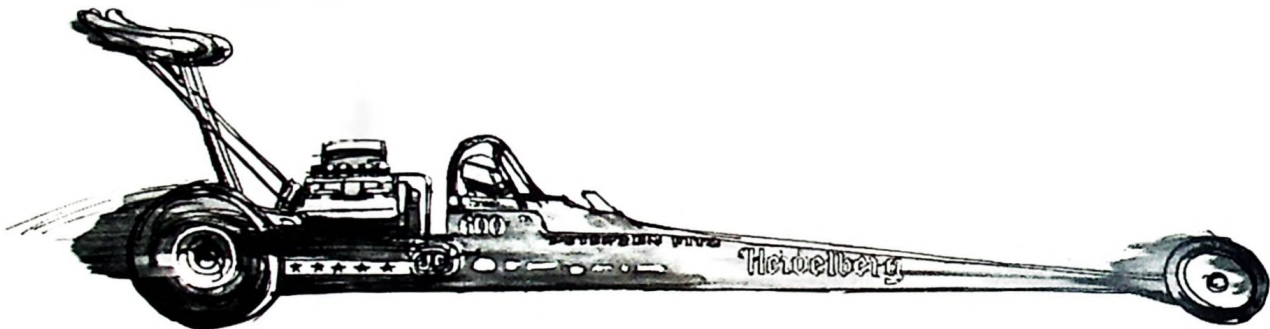


# It takes longer to be better.

©Carling Brewing Company, Tacoma, Washington



It takes longer to build a Stunt Bi-Plane to make it do every aerobatic maneuver you can name . . . and keep its wings on.



It takes longer to build an 1800 hp Top Fueler to make it go over 230 mph in 6.14 seconds down a quarter-mile chute.



It takes longer to build a 7-litre Hydroplane to make it dance on choppy water at a thundering 130 mph down the straightaway.



And it takes longer to brew this glass of Heidelberg Beer to make it just plain better. Slow Brewed Heidelberg. It takes longer to be better.

There's a summer-full of Heidelberg sponsored events coming your way.



# GOLD CUP



## CAR SERVICE

"THE MEN WHO KNOW TIRES BEST"

# SLIPP'S

## TIRE CENTERS

### 4 LOCATIONS



P.D. QUICK  
BOYS

PASCO TIRE CENTER  
1603 W. Lewis  
547-8891

PASCO TRUCK CENTER  
South Oregon  
547-8868

RICHLAND TIRE CENTER  
285 Williams Blvd.  
946-5141

SLIPPS TIRE CENTER  
407 W. Columbia Dr.  
Kennewick  
586-6141

# 1972

## Boat Standings

POS.	BOAT NAME	POINTS
1.	Atlas Van Lines (Owner: Gale Enterprises, Detroit)	8.300
2.	Pride of Pay 'N Pak (Owner: Pay 'N Pak Stores, Seattle)	5.225
3.	Miss Budweiser (Owner: Hydroplanes, Inc., Lakeland)	5.023
4.	Pizza Pete (Owner: Bob Gilliam, Seattle)	4.182
5.	Miss Timex (Owner: Jim McCormick, Owensboro)	3.097
6.	Towne Club (Owner: Fred Alter, Detroit)	2.552
7.	Nortre Dame (Owner: U-7, Inc., Detroit)	1.821
8.	Go Gale (Owner: Gale Enterprises, Detroit)	1.694
9.	Miss Madison (Owner: Miss Madison, Inc., Madison)	1.394
10.	Lincoln Thrift 7 1/4 % Special (Owner: Bob Fendler, Dr. Robt. Rand)	1.358
11.	Van's PX (Owner: Bob Patterson, Van Nuys, CA)	938
12.	Valu Mart (Owner: Bob Gilliam, Seattle)	788
13.	Miss Miami (Owner: Lou Nuta, Miami)	300
14.	Smythe Smoother Mover (Owner: Bob Murphy, Seattle)	190
15.	Sweet Thing (Owner: Jack Buhl, Detroit)	169
16.	Country Boy (Owner: George Walther, Dayton)	

# 1972

## Driver Standings

POS.	DRIVER NAME	BOATS DRIVEN	POINTS
1.	Bill Muncey	Atlas Van Lines	8.300
2.	Terry Sterett	Miss Budweiser	5.023
3.	Bob Gilliam	Pizza Pete	4.182
4.	Bill Schumacher	Pride of Pay 'N Pak	3.325
5.	Jim McCormick	Miss Timex	3.097
6.	Fred Alter	Towne Club	2.552
7.	Billy Sterett, Jr.	Pride of Pay 'N Pak	2.000
8.	Dean Chenoweth	Notre Dame	1.821
9.	Tom Sheehy	Go Gale	1.694
10.	Charlie Dunn	Miss Madison	1.394
11.	George Henley	Lincoln Thrift 7 1/4 % Special	1.358
12.	Leif Borgersen	Van's PX	938
13.	Bill Wurster	Valu Mart	788
14.	Bill Sterett, Sr.	Pride of Pay 'N Pak	400
15.	Roger D 'Eath	Miss Miami	300
16.	Chuck Hickling	Smythe Smoother Mover	190
17.	Walt Kade	Sweet Thing	169





**"GO WITH A WINNER"**

*Bill Mumoy*

**GO NAVY!**

FOR MORE INFORMATION CALL TOLL FREE 1-800-841-8000





# Meet the GOLD CUP Drivers



**BILL MUNCEY**  
Driver of Atlas Van Lines

From San Diego. Age: 44. Wife: Fran. Vice president of Atlas Van Lines. Bill is unlimited racing's most famous name. Four times (1960, 61, 62, 72) national champion. He is a five-time winner of the Gold Cup (only immortal Gar Wood won as many) and the defending champion. Muncey has won more heats than any other hydroplane driver in history; won more races than any pilot; has broken more world records. Last year, Bill won six of seven races on the circuit including the Tri-Cities Atomic Cup. He travels year-around throughout the country on behalf of Atlas Van Lines speaking before various civic, business and transportation audiences. He is a member of the President's Advisory Conference on Physical Fitness, an official U.S. Navy recruiter and an amateur musician.



**MICKEY REMUND**  
Driver, Pay 'N Pak

From Palm Desert, California. Age: 36. Wife: Renee, three children. He is a machinist when he isn't racing. Mickey has driven every class of limiteds. He set a competition record in Piranha, the well-known 48-hydro; was five litre champion in 1972 in The Goin' Thing. He won nine straight races plus the nationals and set a mile straightaway record of 152.13 mph. Remund got his first chance in an unlimited in 1971 in Bob Patterson's Van's PX and also drove in a limited number of races in 1972. He worked for several months on the new Pay 'N Pak when it was being built earlier this year in Ron Jones shop in California so as to become intimately familiar with the boat and its design configuration. He began the '73 circuit by winning the Miami race.



**DEAN CHENOWETH**  
Driver, Miss Budweiser

From Xenia, Ohio. Age: 39. Wife: Kathy. Children Dean Jr. and Kelli. He is a Buick and Pontiac dealer in Xenia. At a young age he was an outboard national champion and won national honors in several in-board classes. He was unlimited champion in 1970 and 1971, was 1970 Gold Cup winner and has won the Tri-Cities Atomic Cup. He broke in with the unlimiteds as a driver of Smirnoff for the Schoenith family and helmed the same boat to impressive 1969 victories when it ran as Myr's Sheet Metal. At the end of '69 he moved to the Budweiser camp; last year he resigned Budweiser to ride the brand new Notre Dame and at the close of the season moved back to Bud.



**JIM McCORMICK**  
Driver, Red Man

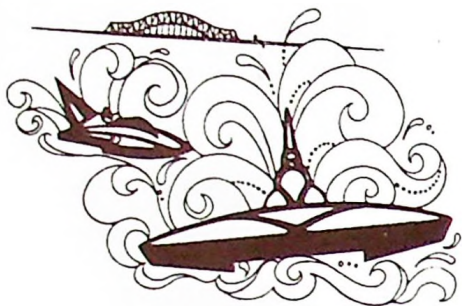
From Owensboro, Kentucky. Age: 39. Wife: Bonnie. Children Kim and Mike. He is president of two air conditioning companies. Jim has participated in more Atomic Cup races than any other driver. He is owner and driver of the L&M Red Man. McCormick broke into the unlimiteds with Miss Madison after a career in the limited hydros in the Ohio Valley. He won the Gold Cup in 1971 before the hometown Madison, Indiana, crowd in Miss Madison. Boats he has driven also include Harrah's Club, Atlas Van Lines and Miss Timex (that's McCormick in the Timex television commercials). He is one of the few owner-drivers on the circuit.



**BOB GILLIAM**  
Driver, Valu Mart

From Bothell, Wash. Age: 46. Wife: Barbara. Children Craig, Bill and Wendy. Bob deals in racing equipment and in trucks sales and service. He is a boat builder, owner and driver. When the Tri-Cities broke into unlimited racing over 8 years ago, it was with the partial sponsorship of one of Bob's boats under the name of "Tri-City Sun." His boats have campaigned under such names as Mr. P's, Miss B & I, KOL-Roy, Hilton Hyperlube and Pizza Pete, to mention just a few. He has a warehouse of unlimited engines, gear boxes and accessories and sells racing equipment to all classes of race boats and cars.





For A  
Future  
Unlimited



**INSURED  
SAVINGS**



**are better than ever**

YOUR TRI-CITY SAVINGS & LOAN ASSOCIATIONS

**First Federal**  
SAVINGS & LOAN  
Kennewick - Richland  
HOME OFFICE  
WALLA WALLA

**Walla Walla**  
FEDERAL SAVINGS & LOAN  
Kennewick - Richland  
Home Office  
WALLA WALLA

**Yakima Federal**  
SAVINGS & LOAN  
Pasco - Richland  
HOME OFFICE  
YAKIMA







## **CHARLIE DUNN**

### **Driver of Miss Madison**

From Miami, Florida. Age: 36. Single. A real estate developer. He was named unlimited rookie of the year in 1972 aboard Miss Madison. He has driven everything from outboards to offshore boats, 48 hydros to 7 litres. He has won national and world championships in both 280's and 5 litres. He holds the 5-litre world competition record. He is a member of the Gulf Hall of Fame, 100 and 150 MPH clubs and a member of the All-American Racing team. This is his 13th year of boat racing.



## **TOM SHEEHY**

### **Driver, Lincoln Thrift**

From Miami, Florida. Tom, age 30, is a pilot for Delta Airlines. He has campaigned in limited classes in the South. In his step up to the unlimiteds, he drove Miss Timex to a 4th place finish in the Miami regatta in 1971. Was named Unlimited Rookie of the Year in 1971. Placed 4th in the '72 Gold Cup in Detroit and 3rd at Madison in 1972. He has served as driver representative for the Miami and Washington, D.C. races this year.



## **RON LARSEN**

### **Driver, Notre Dame**

From Long Beach, California. Age: 40. He is a plant manager for Keith Black Racing Enterprises. He started racing in 1963 in the SK class and was regional and national champion in those classes. In 1968 and '69, he was 266 national champion. He first drove unlimiteds in 1970 in Atlas Van Lines. He then switched to Pride of Pay 'N Pak and drove Miss Timex in 1971.



## **BILL WURSTER**

### **Driver, Valu Mart**

From Seattle, Wash. Age: 49. Children Billy, Becky, Linda and Barbara. He is a sales manager for the Kirby Co. in Seattle. Bill drove his first unlimited race in the 1972 Atomic Cup in the Tri-Cities. He has been a limited driver since 1960. Bill saw his first Gold Cup race in 1960 and made a \$100 wager with his brother that he would someday drive one of the unlimiteds. Wurster then bought an outboard and began competing in the Northwest to gain experience. Bill won his bet when he drove in his first unlimited race in the 1972 Atomic Cup. He placed sixth in his initial race.



## **FRED ALTER**

### **Driver, Gale's Roostertail**

From Detroit, Michigan. Age: 46. Single. A production line equipment sales executive. Alter started racing in the late 1940's in limited classes. His first unlimited ride was in Jack Schafer's Such Crust and he drove many boats of that name. He also drove Miss U.S., Gales, Mariner Too, Blue Chip, Dixi Cola, Parco O Ring Miss, Miss Schweppes, Towne Club, Miss Bardahl and many others. He is a winner of the Indiana Governor's Cup, Detroit Memorial and International Cup races.



## **LEIF BORGERSEN**

### **Driver, new turbine boat**

From Bellevue, Wash. Age: 28. Wife: Susi. Children Kelli and Britt. Manager of a rotary engine/pleasure boat test program undertaken by American International Trade, Inc. Leif has 18 years of experience as a boat racer in eight outboard and inboard racing classes. An auto mechanic by trade, Leif has specialized in the building and balancing of high performance and racing engines for boats and cars. He has driven Notre Dame and Hallmark Homes hydros. Borgersen's best unlimited performances include 2nd in the 1968 Gold Cup and second in the 1970 Gold Cup, all while driving Notre Dame. He was unlimited rookie of the year in 1969.



# GOLD CUP PERSONALITIES



Bernie Little  
Miss Budweiser



Dave Heerensperger  
Pride of Pay 'n Pak



Lee Schoenith  
Gale Enterprises



George Byers, Jr.  
Chairman, Unlim. Rac. Comm.

**DAVE HEERENSBERGER.** Owner, Pay 'N Pak. Chairman of the board of Pay 'N Pak Stores. Went in the do-it-yourself-store business after graduating from Kelso High School. Worked his way up to ownership of first one store — now his organization owns 43 stores in 10 states and 1 in Canada. Started in unlimited hydro ownership in 1968 with S-Bill. Has pioneered exotic and innovative design in hydros. He is 37 years old, is a good tennis player and enjoys handball and skiing.

**J. LEE SCHOENITH.** Owner of Atlas and Roostertail. From Grosse Pointe Shores, Mich. Is president of the W.D. Gale Co., an electrical contracting firm of Detroit. Was an unlimited driver for 10 years and won the 1955 Gold Cup. Was the first chairman of the Unlimited Racing Commission and served for 11 years. Schoenith has been a major personality in the progress of the sport. Is a designer and builder of unlimited hydroplanes and has owned some 20 unlimiteds. He is 44 years old.

**BERNIE LITTLE.** Owner, Budweiser. A Budweiser distributor from Lakeland, Florida. One of the sport's most colorful owners. He owns several yachts, flies his own Lear-Jet and turbine-powered helicopter. In Florida, Little is a leading citizen, recognizable almost anywhere he moves. He's on a first name basis with the country's most influential men. He's 47 years old and is a leader in the sport of unlimited racing.

**GEORGE BUDDY BYERS, JR.** Chairman of the Unlimited Commission. He is an auto dealer in Columbus, Ohio. He is an accomplished driver in classes from outboards to unlimiteds. He drove the Miss Madison from 1963-65. After retiring as a driver, he was named Chairman of the Commission in 1970.



Bob Fendler  
Lincoln Thrift



Dr. Robert Rand  
Lincoln Thrift



Jim Clapp  
U-95



Bob Murphy  
Burien Lady

**ROBERT FENDLER.** Co-owner, Lincoln Thrift. Age 37, he is an attorney from Phoenix. He began his unlimited career as a driver and went on to become a successful owner. Has owned Miss San Diego, Wayfarer's Club Lady and Atlas Van Lines before Lincoln Thrift. He introduced turbo-charged engines into the sport last year. Fendler's credentials also include one-time national ranking as an Olympic caliber high jumper; crop-dusting, calf-roping at rodeos, competition in sailboats and drag boats.

**DR. ROBERT W. RAND.** Age 50, a renowned surgeon from Los Angeles. A professor of neurological surgery with many books and papers to his credit. A write up on one of his new surgical techniques was featured in Time Magazine two months ago. He participates in unlimited racing as co-owner of Lincoln Thrift.

**JAMES H. CLAPP.** From Seattle, building the first turbine-powered unlimited hydro. At 42, he divested himself of numerous business activities to concentrate on just two — an aircraft distributorship in San Jose and PF Industries in Seattle. Has been a boat racer and an auto racer. Currently he competes in predicted log events aboard his 68-foot turbine-powered cruiser.

**ROBERT J. MURPHY.** From Seattle, owner of Burien Lady. He is the owner of a rug and upholstery shop. He has been an unlimited owner since 1970. Raced under the names of Burien Lady and Smythe Mover. He races primarily the West Coast events.



# The Tri-City Water Follies

## SPONSORS OF THE 1973 GOLD CUP

Staging of the 1973 Gold Cup is the most ambitious achievement in a long list of accomplishments by the sponsoring Tri-City Water Follies Association.

The Gold Cup is the most important sporting event ever held in the Tri-Cities. More prize money is being offered for it and more money spent to stage it than any other single event in the history of the Tri-Cities.

The Water Follies, under several names and program formats, is over 25 years old. It began as a carnival and has progressed to one of the most important community celebrations in the Northwest.

Some 10 years ago the Water Follies took on its "Tri-City" name and concept to stage a major celebration that would involve the entire Tri-Cities area.

After years of successful sponsorship of limited hydroplane racing, the Water Follies began with the unlimited hydroplanes eight years ago. It has been a most successful partnership.

Monies earned from unlimited racing have been returned to the community in the form of capital improvements. The Water Follies built a \$17,000 outdoor stage in Columbia Park for community use. The Association has also provided the park with portable bleachers, boat docks, a portable trash sweeper and a boat launching ramp. The hydroplane pit area in the park was developed by the Water Follies.

In addition to the annual celebration, the Water Follies also sponsors and pays for the Tri-City float that enters some 15 parades about the Northwest each year. The Association also is responsible for year-round activities and expenses of Miss Tri-Cities and her court.

The Water Follies organization operates with no paid personnel and must depend entirely on volunteers to provide the manpower for this annual celebration.

To try to name all who have helped in staging the 1973 Gold Cup would mean a like number of people would be overlooked. Suffice it to say that the Gold Cup has been truly a community effort in which the three cities of Kennewick, Pasco and Richland have united.

We hope you enjoy it.

### GOLD CUP ADVISORY BOARD

Paul F. Winborg, U.S. Corps of Engineers; CWO Warren C. Berto, U.S. Coast Guard; Fred Swan, Boyd Southwick, Tri-Cities Chamber of Commerce; Mar Winegar, Pasco City Manager; Larry Coons, Richland City Manager; Art Colby, Kennewick City Manager; Ray Elmgren, Bobbie Bennett, Tri-Cities Visitor & Convention Bureau; Bob Young, Pasco Chamber of Commerce; Cliff Rippon, Columbia Shopping Center.

**NEW  
NAMES  
FOR**

**TWO OLD TRI-CITIES FRIENDS**

**THE  
GOLD CUP**



United Nuclear Industries, Inc. operates N Reactor and its fuel fabrication plant for the Atomic Energy Commission, and provides design, hardware and consulting services for the nuclear power industry.



**UNITED NUCLEAR  
INDUSTRIES, INC.**

A SUBSIDIARY OF UNITED NUCLEAR CORPORATION

(Formerly Douglas United Nuclear, Inc.)







**PHIL COLE**  
Exec. Sec.  
Hydroplanes Unlimited



**JIM HENDRICK**  
Unlimited  
Radio Network



Dave Rahm, the "Flying Professor" from Western Washington College, and his Pitts Special will do an aerobatics demonstration during the Gold Cup.

# Gold Cup Committees

**Race Chairman:** Ken Thompson Jr.; Course Chairman, Bob Loving.

**Patrol & Rescue:** Larry Davenport, Divers; Gary Johanson, Patrol Boats; Max Ehinger, Rescue; Lee Matson, Sleds.

**Course & Survey:** Ron Graves, Buoys & Anchors; Al Stanley, Survey; Jerry Eerkos, Gas & Oil; Dale Metz, Kay Metz, Spectator Message.

**U.S. Coast Guard:** CWO W.C. Berte, CPO John Blanchard; Coast Guard Auxiliary—Bob Mapes, Bob Leslie.

**Barge & Communications:** Charles Wallace, General Chairman; Kent Gunnison, Ron Stratt, Communications; Tom Burdine, Tom Dunham, Barge; John Allen, Electrical & Clock; R.A. Sage, Materials & Manpower.

**Pit Area:** Keith Bowers, Pit Boss; Jerry Reis, Doug Tillson, Tom Thompson, Bruce Williams, Judy Williams, Bob Sorenson, Pit Operations; Cecil Hendricks, Neil F. Lampson, Inc., George Grant Construction, Cranes.

**Gates & Admissions:** Bill Williams, Main Gate; Bob Standefer, Richland Kiwanis Club, Parking; Joe Osborne, Columbia Basin Shrine Club "Dirty Dozen," Highway Gate; Gene Young, BN Explorer Posts 007 & 008, Canal Drive; Glen Haden, Franklin County Side.

**Miss Tri-Cities Pageant:** Mrs. Jim Hinckley, Mrs. Keith Paine, Mrs. Doug Willcox, Mrs. Scott Taylor, Mrs. Don Massett, Kennewick Junior Women's Club.

**Press & Publicity:** Ken Maurer, Bruce Glenn.

**Booster Button Sales:** Chapters EL and BW, P.E.O.; The Patriots; Atomic Twirlers.

**Parade Float:** Bill Cox, Chairman; Roy Thompson, Float Trailer; Mike Henderson, Float Transportation.

**Gold Cup Program Sales:** Dave Picolli, Bob Withrow, Kennewick Kiwanis Club, Pasco Kiwanis Club.

**Gold 100:** Marvin Bailie, Dr. Leonard Suhadolnik

**Wrestling Tournament:** Doyle Clapper

**Concessions & Carnival:** John Mayfield

**Legal Council:** Roger Olson

**Hospitality:** Dean Mitchell

**Gold Cup Parade:** Tom Brutzman

**Cavalcade of Marching Drums:** Bob Welsh

**Talent Show:** Mrs. Edward Pidgeon, Mrs. Charles Miller, Mrs. John Evans, Sacajawea Junior Women's Club.

**Parachute Exhibition:** Glen Rowlette, John Bach, Thunderbird Parachute Club.

**Gold Cup Auto Cross:** Don Sandberg, Ken Byers, Sand & Sage Sports Car Club.

## WELCOME TO THE GOLD CUP



## Don's Painting

### PAINT CONTRACTOR

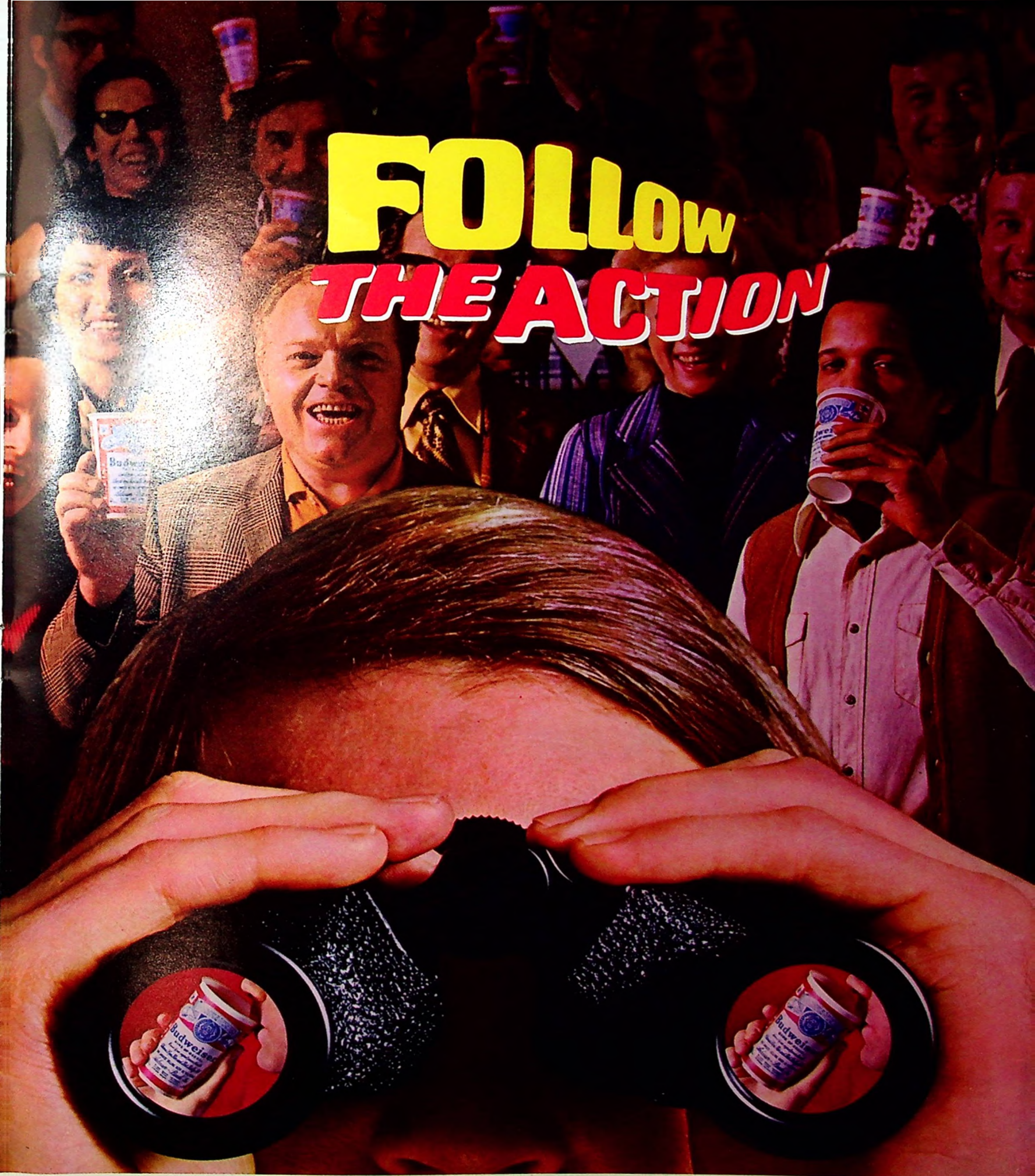


1308 W. Mead  
Pasco, Washington

Phone: 547-0985



# FOLLOW *THE ACTION*



When you say Budweiser®, you've said it all!



YOU CAN TRUST  
YOUR CAR  
TO THE MEN WHO  
WEAR THE STAR



## YOUR TRI-CITY TEXACO STATIONS

### RICHLAND

Burks Westgate Texaco .....	VanGiesen & Alder
Waynes Uptown Texaco .....	295 Williams Drive
John Guettler's Texaco .....	Jadwin & VanGiesen
Jim Stephen's Texaco .....	969 Stevens Drive

### KENNEWICK

B-OK Super Service .....	3809 W. Clearwater
Woody's Texaco .....	227 N. Washington
Columbia Park Marina .....	7500 W. Columbia Ave.

### PASCO

D & L Texaco .....	1835 W. Sylvester
Burk's Texaco Repair .....	8th Ave. & West A St.
Slipp's Tire Center .....	1603 W. Lewis
Andy's Texaco .....	1802 W. Court St.
The Pumphouse .....	4th & Court St.
Tri-City Airways .....	Tri-City Airport

#### BUMPER STICKERS

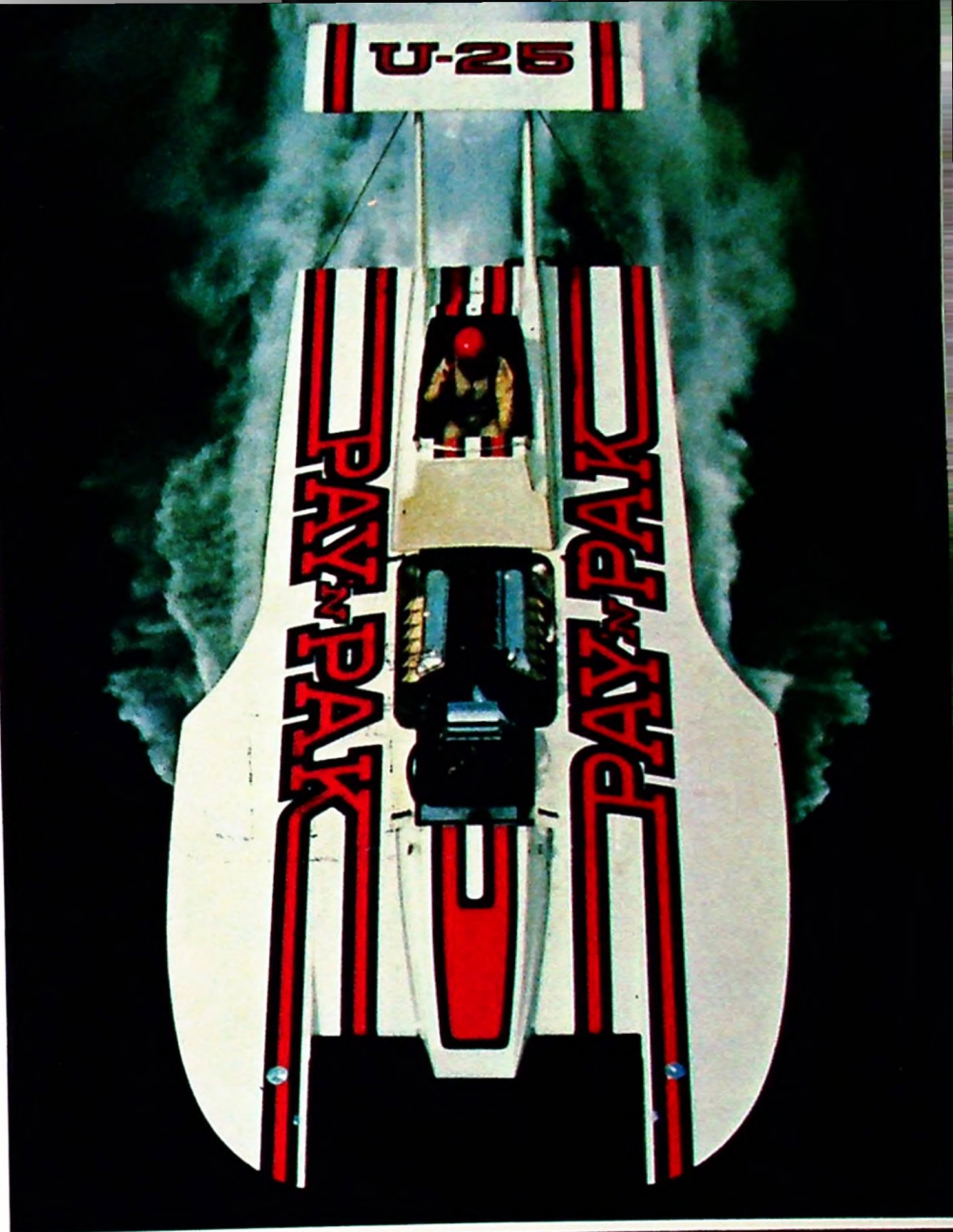
Similar to the design above and used to advertise the 1973 Gold Cup were provided and distributed as a community service by your Tri-City Texaco dealers.



WE'RE WORKING TO KEEP YOUR TRUST



# GOLD CUP BOATS



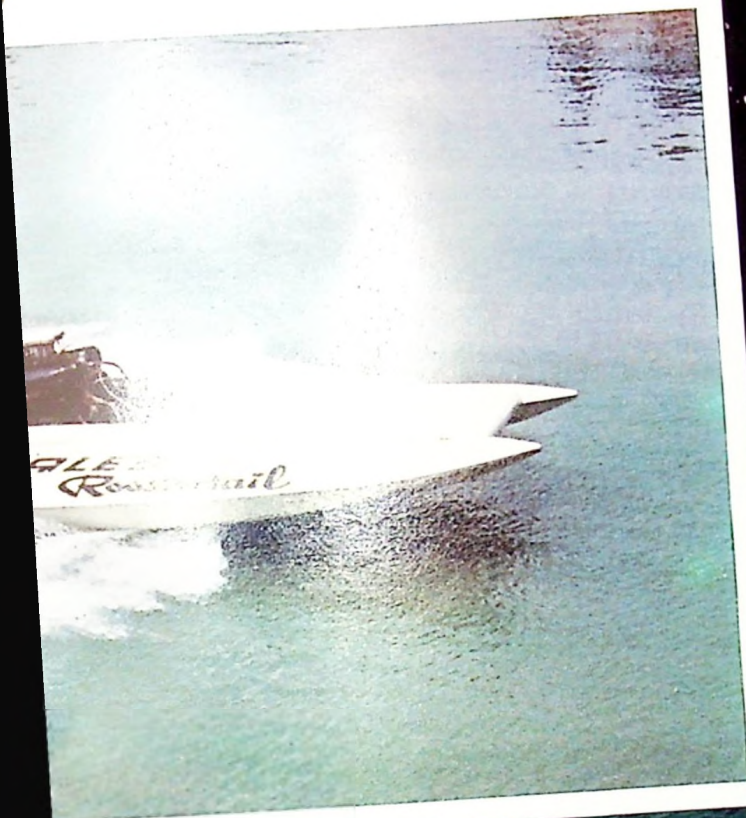


# GOLD CUP





# P BOATS







U-2 MISS U.S.



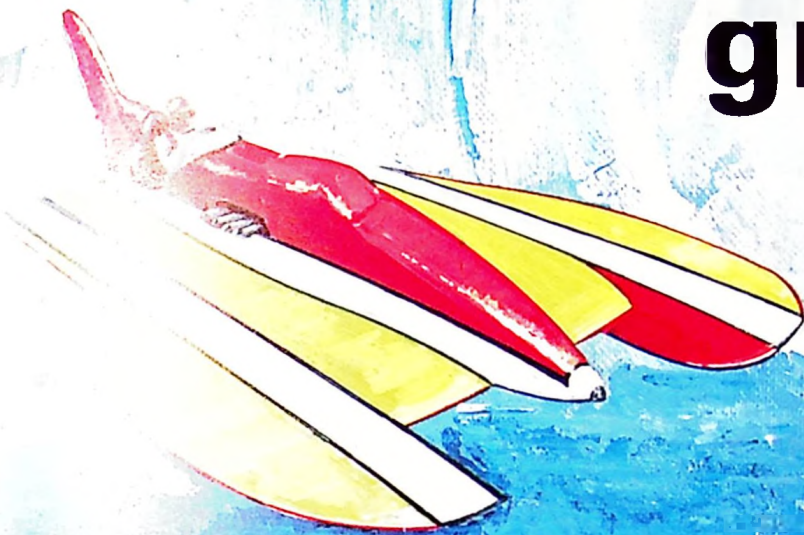
U-6 MISS MADISON



U-4 BURIEN LADY

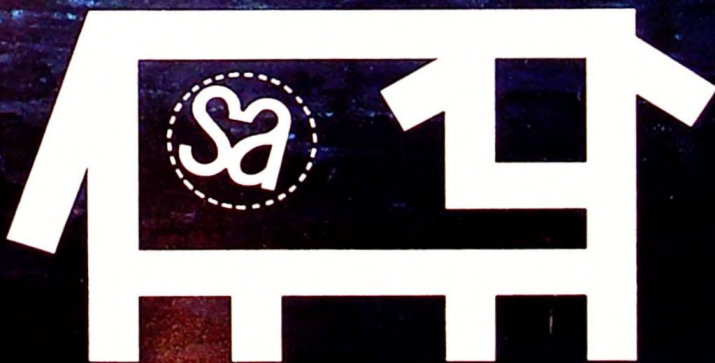


it's been a  
great day...



make it a great night...

*Stuart Anderson's*



**BLACK ANGUS**  
RESTAURANTS

1800 West Lewis PASCO 547-1607

...with a great steak  
at a great price.

Join us for a "funtastic" evening  
of dining, live entertainment, and  
dancing on Tri-Cities only  
**STAINLESS STEEL DANCE FLOOR.**  
Come as you are and relax in the  
intimacy of Tri-Cities favorite lounge.

Join us...  
just for the fun of it

**BLACK ANGUS**  
**COUNTRY**

*Tri-Cities favorite "BRAND" of dining pleasure.*





## VALU-MART IS ON THE GO WITH *U-16*

We like being where the action is! Whether it's in the midst of all the very exciting activities of the Gold Cup or serving you and your family in your own neighborhood with our complete discount shopping centers. Staying with the action keeps us pretty busy too! Making sure we have all the necessities your growing family needs . . . and at prices that will let you enjoy a little of the good life. With the changing life-styles of the '70's it's a challenge to provide you with just what you're looking for. So at Valu-Mart we constantly strive to meet your special requirements. If you too like being where the action is, come see us at Valu-Mart. Exciting things are happening!

### VALU-MART DISCOUNT SHOPPING CENTERS

1300 COLUMBIA CENTER BLVD.

At Col. Center Blvd. Overpass  
In The Heart Of The Tri-Cities

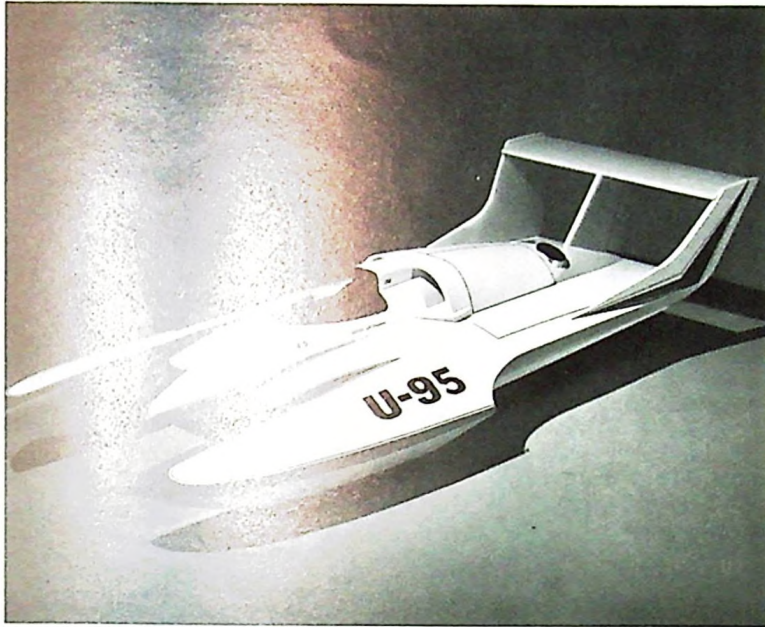
YAKIMA VALU-MART

905 East Mead  
Yakima, Washington



# The Turbine

will it revolutionize  
unlimited hydro racing?



Unlimited hydroplane racing, revolutionized by the introduction of surplus World War II airplane engines, may enter a new era, powered by Viet Nam helicopter turbines.

Twin Lycoming T-53 turbine power plants, just like those used on whirley birds in Indochina, will be used in a new unlimited boat that hopefully will make its first start in the Gold Cup.

Owner Jim Clapp of Seattle is gambling about \$250,000 that the turbine theory will work.

A variety of exotic equipment being developed should make it the most innovative unlimited ever built.

Leif Borgersen, the driver, has learned to fly just so he can communicate more effectively and better understand the systems involved. Tape will be used to monitor the readings of the 22 different systems needed to operate the boat. If something goes wrong, the tape can be played back on shore to check the source of the problem.

A stability augmentation system similar to that used on aircraft, which responds quicker than a driver could, will be used to control the hydro if it gets out of proper attitude.

Project manager is Chuck Lyford, longtime boat and airplane racing enthusiast. The builder is Ron Jones and the hull design is similar to the Pride of Pay 'N Pak and duplicated in Notre Dame. The driver will lie in a semi-reclining position. The boat will be about 800 pounds lighter than Jones latest effort, Pay 'N Pak.

The U-95, as yet unnamed, is designed so that the speed of the boat will have to be varied as little as possible. This means a maximum of 150 MPH down the chute and an average of 130 MPH — which would be a record on any course in the country.

Conventional hydros run faster on the straightaway but wallow through the turns.

Deceleration is a turbine problem because unlike piston engines, there's little "drag." With turbines, it's critical to keep engine RPM's high for performance. Spoilers will be used to slow the boat down aerodynamically while keeping up the engine RPM's. The spoilers are deck mounted and can also be used to change the attitude of the boat and control the ride quality.

Perhaps a new era in unlimited hydroplane racing will begin with the 1973 Gold Cup?

## KELLY MILLER INC.

524 Wellsian Way  
Richland, Wash.  
946-7683

Commercial - Industrial

•Painting

•Drywall

•Lath

•Plaster

## Tru Stone Inc.

Home Of All Your  
Masonry Needs

CALL US  
FOR FREE MATERIAL ESTIMATES

943-3127



74 So. George Washington Way  
Richland, Wash.



# The Tri-Cities

The Tri-Cities area of Southeastern Washington is made up of the three cities of Pasco, Kennewick and Richland. The population of the Tri-Cities has grown from about 6,000 in 1940 to over 80,000 people today. The growth began during World War II when the area was chosen for the super-secret Hanford Atomic project.

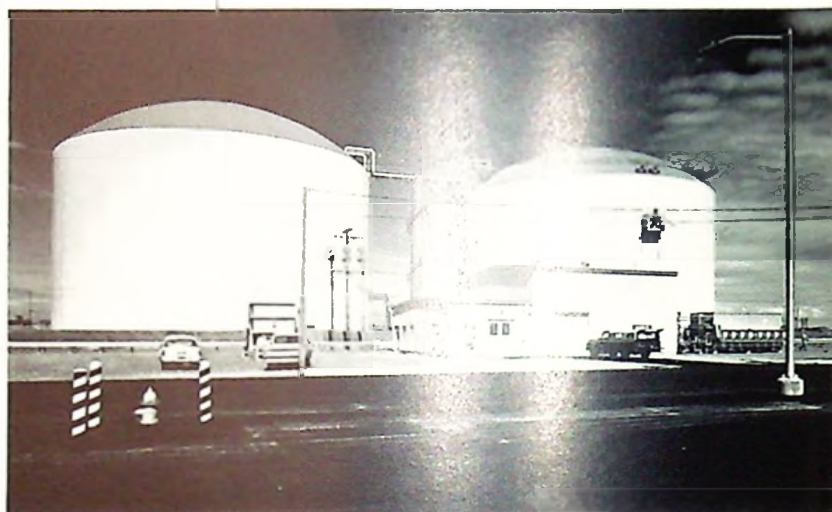
Today, the growth continues in this unique community where nuclear industry, research, irrigated and dryland agriculture, transportation, manufacturing and food processing blend together to form a strong industrial base.



CATTLE FEEDLOT



INDUSTRIAL PARKS



CHEMICAL & FERTILIZER MANUFACTURING



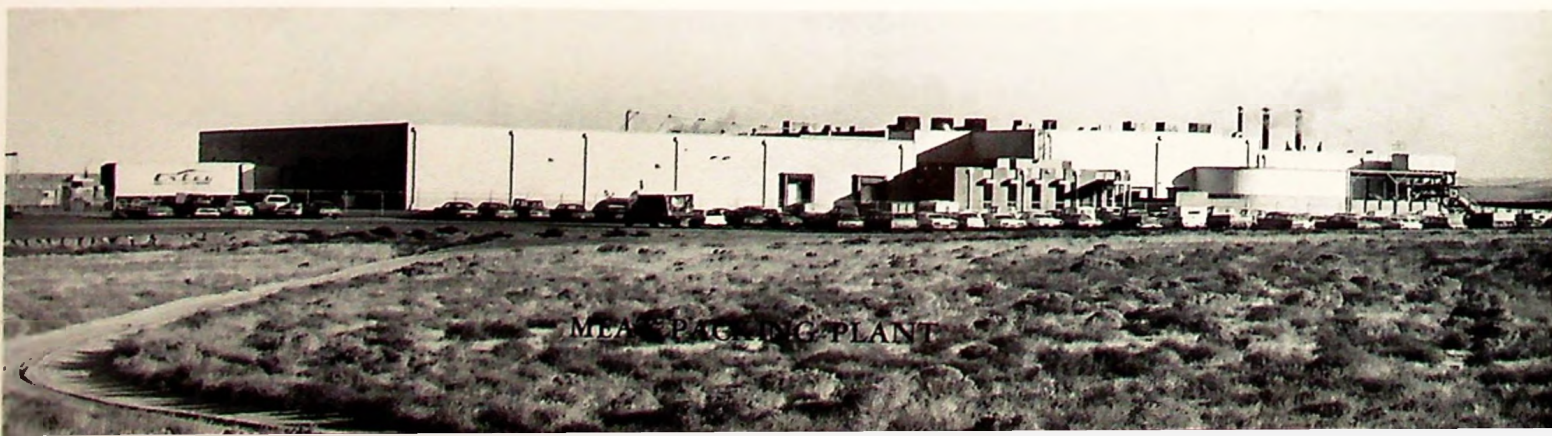
TRANSPORTATION CENTER



RAIL CENTER



FOOD PROCESSING



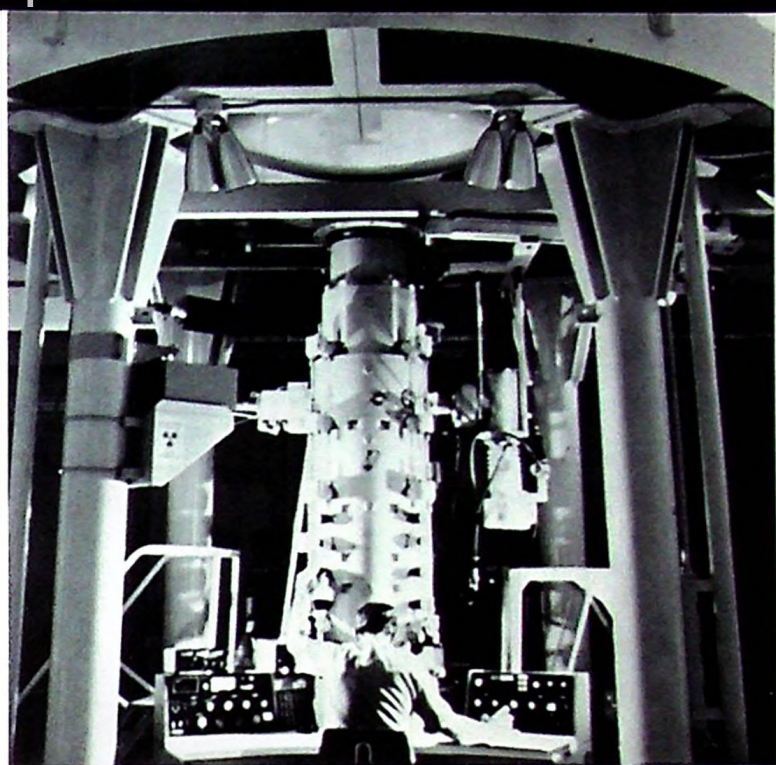
MEAT PACKING PLANT



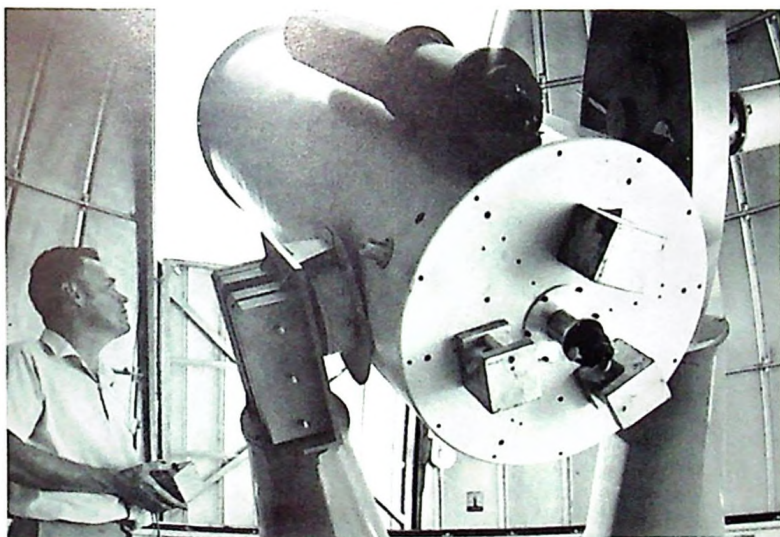
# TRI-CITIES NUCLEAR CENTER

The 600-square mile Hanford Nuclear Project employs over 6,000 people and is under control of the U.S. Atomic Energy Commission. Current Hanford programs include plutonium production, reactor development, nuclear waste management research, biomedical and environmental research and other wide-ranging technical and scientific work.

Hanford offers technical expertise developed through three decades of nuclear reactor operation and fuel processing plus a local public acceptance of nuclear work. The Hanford Nuclear Power Park concept is actively promoted for the planned siting of several nuclear power plants and related facilities.



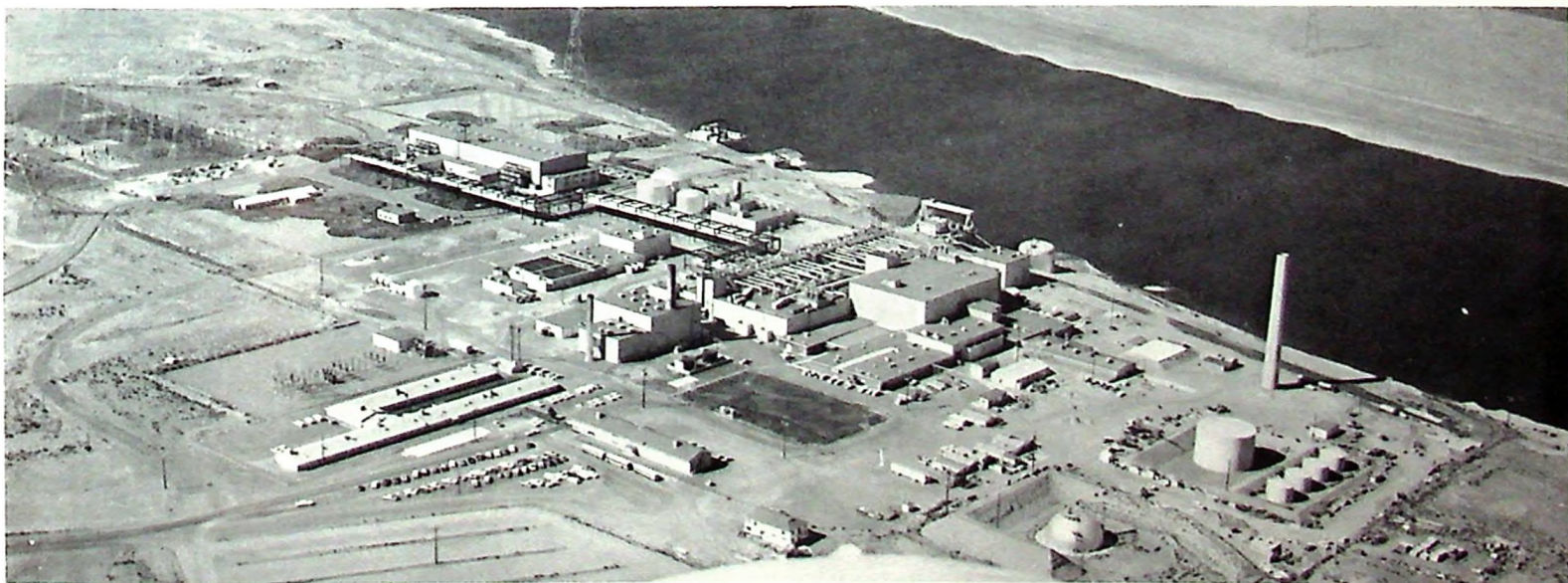
ENGINEERING



RESEARCH




NUCLEAR PRODUCTION



NUCLEAR POWER PARK - HANFORD ELECTRIC POWER GENERATING PLANT





## Supporting the sport.

With the world's fastest marine racing machines hitting over 200 mph on the straight-aways, an unlimited regatta is sheer excitement. So are outboard and inboard regattas, offshore and drag racing events. And each year, much of it is new. But one thing always stays the same—at

every major marine power boat event. It's the predominance of the red and black bow-tie decal that reads "Champion." You'll see it on most of the competing boats. And you'll see "Champion" on the shirts of many of the racing engineers there, too, offering free ignition

advice to drivers and crews. Champion. We support the sport.



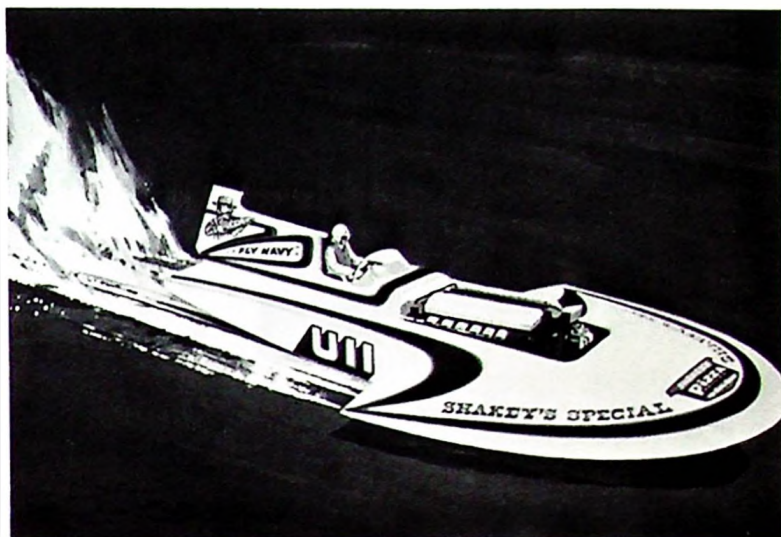
Toledo, Ohio 43661

## Better plugs for everyone.





**Savair's Probe:** Savair's Probe is campaigned by Mike Wolfbauer, owner of the Savair Products Company of the Detroit area. Wolfbauer's "Probe" and "Mist" were well-known in previous years as active participants on the unlimited tour. Wolfbauer, whose firm specializes in the manufacture of air retention equipment, has not had a boat on the circuit in recent years.



**Shakey's Special:** Shakey's was built originally in 1957 by Murphy Bros. of California. It has raced under the names of Breathless II, Blue Chip, The Loaner and Miss Wickman. It is owned by Peter La Rock of Seattle. The driver will be Tom Martin, owner of four Shakey's Pizza stores in Seattle. Martin, a former navy jet fighter pilot, campaigned 280 hydros for five years.

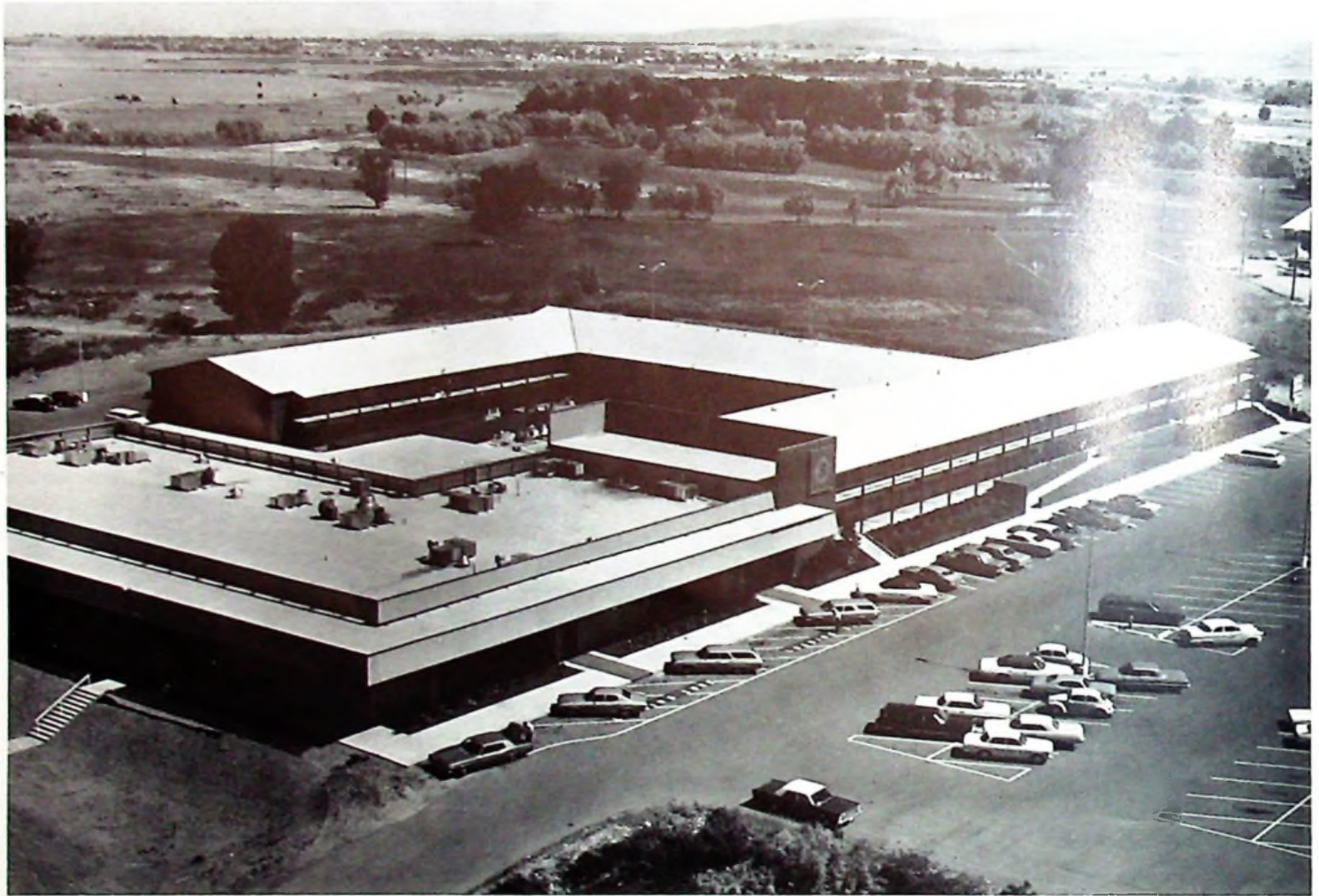


**It's the water. And a lot more.**

Olympia Brewing Company, Tumwater, Washington \*Oly\*®



# Quiet Luxury away from it all



when planning that memorable stay!

## RIVERSHORE *Motor Inn*

- Elegant Rooms
- Fine Dining
- Live Entertainment
- 18 Hole Gold Course
- Complete Convention Services
- Doorstep Marina Dock
- 750 Seat Banquet Facility
- Pool
- Cocktails

George Washington Way & Comstock - Richland, Wash.  
PHONE - 946-4661



# LAWRENCE EXCAVATING CO.



COMMERCIAL  
RENTALS

TRUCKS  
CATS  
TRACTORS

2201 HUMPHREYS  
RICHLAND  
WASHINGTON

PHONE:  
943-3698 or 945-9657

ENGINEERING  
MAKES A DIFFERENCE



**AUTOMATION INDUSTRIES, INC.**  
**VITRO ENGINEERING DIVISION**  
**RICHLAND, WASHINGTON**

## SILVER ANNIVERSARY **TUMBLEWEED**

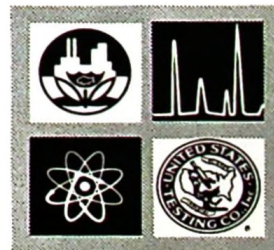


**RODEO**  
**AUGUST 24, 25, 26**  
TUMBLEWEED TRACK

TRI-CITIES  
WASHINGTON

## ***Solve Your Problem In Our Lab . . .***

★ AGRICULTURE ★ FILM BADGES  
★ CONSTRUCTION ENGINEERING



★ POLLUTION  
• Water  
• Noise  
• Air

*An Independent Laboratory*  
**United States Testing Company, Inc.**

2800 George Washington Way  
Richland, Washington 99352  
(509) 946-5157



# LORNE BANGERT FORD

IN RICHLAND

SERVING THE AREA  
SINCE 1964

YOU ALWAYS  
GET A BETTER DEAL

*right from the start*



**FIDELITY**  
MUTUAL  
Savings Bank

MEMBER F.D.I.C.

YOUR FAMILY FINANCIAL CENTER

Savings Accounts  
Savings Certificates

Home Loans

Loans for any Family Purpose

1115 W. Clark  
Pasco  
547-3355

619 Columbia Center  
Kennewick  
783-4191



Phone  
783-8392

BEER  
WINE  
FOOD

PIZZA, HOT SANDWICHES, CHICKEN TO GO,  
PARTY ICE, POPULAR WINES, POOL TABLES  
AND COLD BEER TO GO

East Entrance to Race Course

1705 Columbia Dr.-Richland, Wn.



# The Unlimiteds

by Fred Farley

1973 marks the seventieth anniversary of the origin of unlimited hydroplane racing. The event that started it all was the first annual running of the British International ("Harmsworth") Trophy at Queenstown, Ireland, in 1903. Gasoline engine-powered boats of one sort or another had been around since 1887 when Gottlieb Daimler hitched a crude petrol motor to the rear of a rowboat on the River Seine in Paris but this was the first formal regatta of any importance.

Beginning with the 1907 Gold Cup in Minneapolis, Unlimited Hydroplane racing entered the "Gar Wood" era. For sixteen years, Garfield Arthur Wood (named after two Presidents) would increasingly become the personification of power boat competition in the eyes of the world. The "Gray Fox Of Grayhaven" won the Gold Cup four times as an owner and five times as a driver and captured the Harmsworth Trophy eight times as a driver and nine times as an owner. In the Final Heat of the 1920 Gold Cup in Detroit, Wood, at the wheel of his first MISS AMERICA, turned a phenomenal 70.412, a record that was to stand until 1946. Indeed, it is in the area of Harmsworth competition wherein lies most of Gar Wood's fame. His most famous craft was the 1932 and '33 Harmsworth winning MISS AMERICA X - 38 feet of mahogany powered by four giant Packard engines with 48 cylinders rated at 7600 horsepower set in tandem. At full throttle, five gallons of fuel were required to drive her the distance of one mile. In 1932, she set a mile straightaway record of 124.915 and, in '33, established a Harmsworth race record of 86.939.

Before the end of the decade, the Gold Cuppers were approaching the illusive 100 mile an hour straightaway barrier with Dan Arena finally eclipsing it in 1940 with a 100.987 mark in NOTRE DAME using a 24 cylinder Deussenberg engine. By this time, over in England, Sir Malcolm Campbell had raised the Unlimited record to 141.740 aboard the Rolls-Royce-powered BLUEBIRD II.

With the advent of World War II and gasoline rationing, competition in virtually all classes of power boating was suspended. When racing resumed in 1946, a rejuvenated format was in evidence. The APBA had voted to allow, for the first time since 1921, entry by boats of unrestricted cubic inch piston displacement in the Gold Cup Class. This was necessary because there were no suitable engines being manufactured in the sizes prescribed by the then current rules. The first boat to take advantage of the huge supply of converted aircraft and other types of engines produced by the war was MISS GOLDEN GATE III, a big wild-riding three-pointer driven by Dan

Arena. At the 1946 Gold Cup Race in Detroit, the craft failed to finish but nevertheless bettered the existing 3-mile lap record of 72.707 with an Allison V-1710 engine and set a new mark of 77.911. This impressive performance signalled the death knell of the old style Gold Cup Class vintage of 1922 to 1941 although boats of the old variety continued to be a factor for years to come. (Guy Lombardo's TEMPO VI broke Gar Wood's 26 year old Gold Cup heat record of 70.412 with a clocking of 70.890 in 1946.

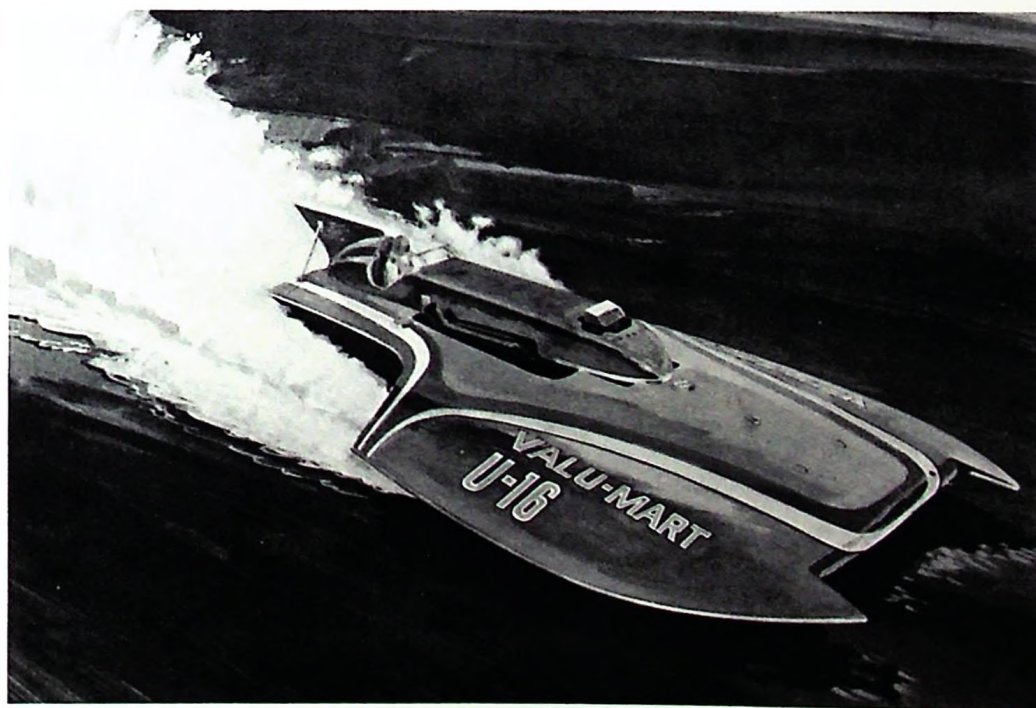
The post-war years of 1948 to 1950 produced the biggest boat building boom in the history of the sport. More than thirty unlimiteds were constructed during that period. SLO-MO-SHUN IV, designed by Ted Jones and built by Anchor Jensen for Stan Sayres of Seattle, was one of them. The SLO-MO became the first Gold Cup winner in the 46 year history of the event to represent a yacht club from the western side of the Mississippi River. SLO-MO-SHUN IV thoroughly debunked the well publicized impression that three-point suspension hulls become hopelessly uncontrollable under competitive conditions, especially in the corners. With Lou Fageol at the wheel, the craft became the first in history to average over 100 miles an hour in a heat of competition: 100.680 in the second stanza of the 1950 Harmsworth Regatta on the Detroit River. With owner Sayres in the cockpit, SLO-MO IV also became the world mile

straightaway record holder with clockings of 160.323 in 1950 and 178.497 in 1952.

With the 1950 Gold Cup victory of SLO-MO-SHUN IV, started the legendary Seattle-Detroit rivalry. Seattle-based winners during that excitement-packed decade included SLO-MO-SHUN V, the first MISS THRIFTWAY, HAWAII KAI III, and MISS CENTURY 21.

The past twenty seasons of unlimited competition have been characterized by a number of racing "dynasties." Ole Bardahl's various MISS BARDAHL boats have six National Championships to their credit. Joe Schoenith's GALE team has four, Willard Rhodes's MISS THRIFTWAY and Bernie Little's MISS BUDWEISER organizations have three apiece, and Bill Waggoner's SHANTY I and MAVERICK stable has two. The most successful boat of the past two decades would have to be the third MISS THRIFTWAY (renamed MISS CENTURY 21 to promote the 1962 Seattle World's Fair) which started 85 heats between 1959 and 1963, finished 77 of them, won 46, claimed fourteen race victories, and set a mile straightaway record of 192.001 in 1960 that stood for two years with Bill Muncey driving.

The other top boats of the past twenty years with ten or more first place trophies are the third MISS BARDAHL, the sixth MISS BUDWEISER, the fifth MISS BARDAHL, the second MISS PEPSI, and HAWAII KAI III.



Bob Gilliam's Valu-Mart will make its first western racing appearance in the Gold Cup. The former Towne Club, the U-16 was purchased last year by Gilliam and re-fitted to race under the Valu-Mart banner. Valu-Mart operates stores about the Northwest including one in the Tri-Cities.



## The Very Finest In Floorcovering



- LINOLEUM
- CERAMIC TILE
- CARPET
- DRAPERIES

SALES & INSTALLATION EXPERTS

### Swan-Storm, Inc.

FLOOR COVERING

223 W. First Ave. Kennewick  
Phone 582-2151

## Bring it on home.

### Visit the Colonel



America Loves What the Colonel Cooks

You Can Pick Up Col. Sanders Chicken at:

Pasco  
547-8825

Kennewick  
582-8811

Richland  
946-7474

## Fisher's Pharmacy

No Final Flag  
Goes Down  
On Our Fine  
Pharmacy Service

Filling Your  
Prescription Needs



**TOM STOLL**

ANGUS VILLAGE

KENNEWICK

Phone 783-6178

GOOD LUCK

GOLD CUP



2527 W. KENNEWICK AVE., KENNEWICK

**586-4111**

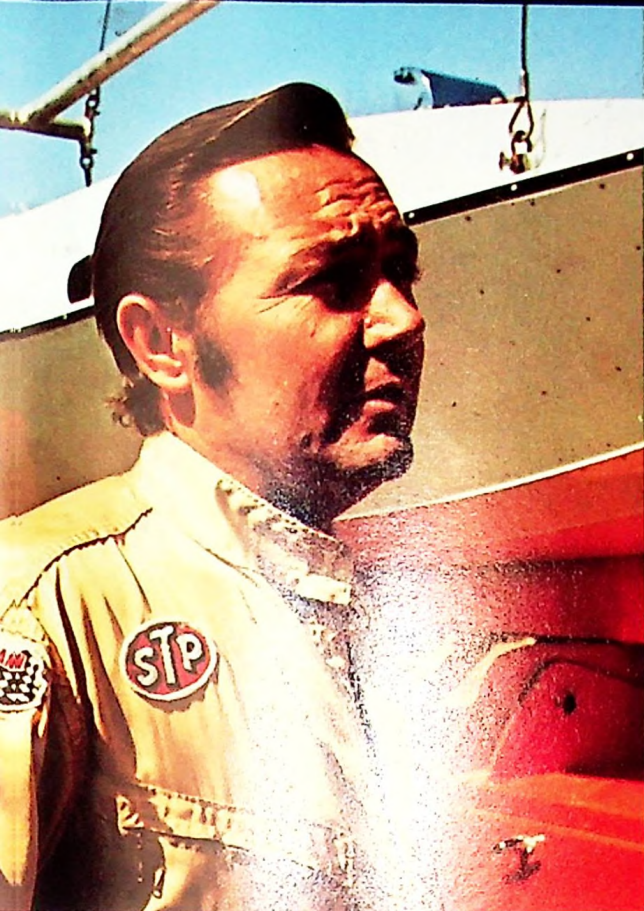
For Your Real Estate Needs  
Please Call:

Harold Thompson	783-2890
Ike Lampson	582-2069
Jean Ledgerwood	582-8851
Bev Harper	783-6031
Paula Lockwood	783-6598
Rex Harris	547-4918

Residential

Acreage

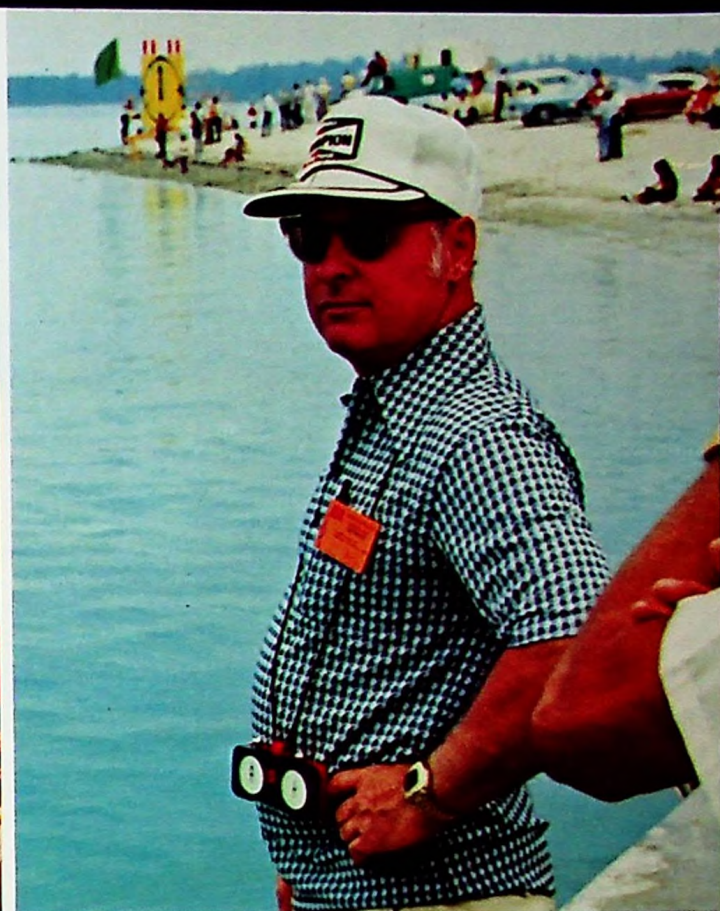




Driver Mickey Remund



Referee Newton



Commissioner Buddy Byers



Sarah Peabody of Notre Dame



George Simons of Miss U.S.



Driver Leif Borgersen



Lee Schoenith



Lincoln's Dr. Rand



Bob Fendler



**What good  
is television  
if you can't see  
everything  
you want to see**



IN KENNEWICK OR PASCO

**COLUMBIA  
TELEVISION CO.**

586-6177

IN RICHLAND

**TELEPROMPTER  
CABLE TV**

946-9666

# PLAYBOY TAVERN

 **AND RESTAURANT** 

OPEN 5 A.M. TIL 9 P.M.

**PIZZA**

*Specials  
Every Noon*

**FAVORITE  
BEVERAGES**

**SHUFFLE BOARD**

**POOL TABLES**

***"Home of  
State Slo-Pitch Champs"***

2609 W. Kennewick Ave. — Kennewick



# Parachute Exhibition

Spectators will be treated to an outstanding exhibition of parachute jumping and sky-diving during the Gold Cup.

Thirty members of the Thunderbird Sport Parachute Club will put on the exhibition. Included will be seven jumpers in a "Parade of Canopies" demonstrating the various types of parachutes available.

Don Rabe will jump from 5,000 feet carrying eight



THE THUNDERBIRDS PERFORM HIGH OVER RICHLAND

parachutes which he will keep cutting away as he falls, landing with the 7th parachute with one still held in reserve.

Glen Rowlette will perform a similar cutaway, using three parachutes.

Thunderbirds will jump from 12,500 feet and form an eight-man star. Members will also demonstrate a free-fall, dropping from 5,000 to 2,500 feet before pulling the rip cord.

During the exhibition, club members will demonstrate the newer, high-performance "speed" parachutes that are highly maneuverable. They include the Wing, Foil and Cloud. These parachutes not only go down but travel horizontally at ground speeds up to 30 mph.

The Thunderbirds are one of the most accomplished parachute groups in the United States and put on an exciting exhibition. Club members have won awards at parachute meets throughout the country.

Glen Rowlette is club president; John Bach, vice president; Paul Gifford, secretary-treasurer; Bob Hannigan, area safety officer; Dave Bennett, club safety officer.

One of their members, Pete Mootz, has over 150 jumps and he is only a senior in high school!

# Flags, Flares and Signals

What to look for during the Gold Cup

The official start of a heat is the exact instant when the hand of the blackout starting clock indicates that the final minute has elapsed. However, the official timing of all boats in the race does not begin until the bow of the first boat to make a legal start crosses the starting line.

A yellow flag displayed on the Official Barge designates the period between the five-minute gun and the one-minute gun at the start of a heat. (After the start of a heat, a yellow flag informs drivers that there is a hazardous condition in the race course such as a stopped boat which should command their attention and caution).

A white flag indicates the period between the one-minute and the starting gun.

At the beginning of the final lap of any heat, a green flag will be displayed for each boat. A checkered flag indicates that a boat has finished. A gun is also fired for the winner when it finishes each heat.

A red flag signifies postponement or stoppage—indicating drivers are to return to the pits. A red flag together with red or orange smoke bombs indicates that the race has been stopped and that the drivers are to proceed with extreme caution in returning to the pits.

Flags are displayed on the Official Barge and are also repeated by a patrol boat on the inside of the course.



**CASCADE NATURAL GAS CORPORATION**

RICHLAND

PASCO

KENNEWICK

## KAYMAX TRAVEL AGENCY INC.



TRAVEL ADVISORS & ARRANGEMENTS

FOR:

- AIRLINE
- RAIL
- STEAMSHIP
- TOURS
- CRUISES
- HOTELS



"SERVING TRI-CITIES SINCE 1946"

3 LOCATIONS

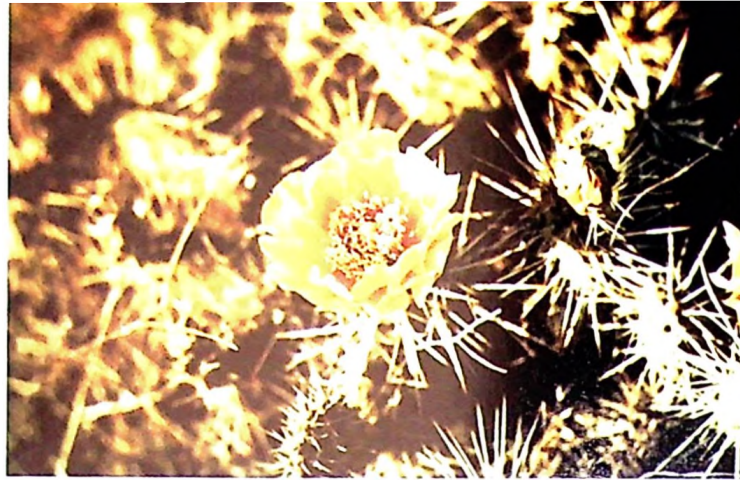
**943-3124**  
Hanford House  
Richland

**783-4168**  
Columbia Shopping  
Center, Kennewick

**547-5559**  
Red Lion Motel  
Pasco



**ELECTRICITY  
KEEPS  
BENTON  
AND  
FRANKLIN  
COUNTIES  
CLEAN**



**WILDFLOWERS**

*Of Southeastern Washington*

(Top to bottom) Many-spined prickly pear growing near Pasco; Evening primroses; Teasel growing along the Lewis & Clark Highway; Antelope bush or greasewood.

*Photographs by* K.C. Jones

**ELECTRICITY  
IS PART OF THE  
SOLUTION TO A CLEAN  
ENVIRONMENT  
NOT PART OF THE PROBLEM**



**FRANKLIN COUNTY**

**PUBLIC UTILITY  
DISTRICT**

**BENTON COUNTY**

**PUBLIC UTILITY  
DISTRICT**





Pay 'N Pak — Owner Dave Heerensperger,  
Driver Remond, Crew Chief Jim Lucero



Heading for the Official Barge  
Atomic Cup 1972



Proof that Bill Muncey Can Pass By  
A Coast Guard Vessel Without Incident



Bud and Pay 'N Pak Duel it Out  
Atomic Cup 1972



Bud Fires Up During 1973  
Test Run in Tri-Cities



Bill Wurster and Referee Newton  
Talk Prior to Atomic Cup '72



Birnie Makes a Point  
Atomic Cup '72



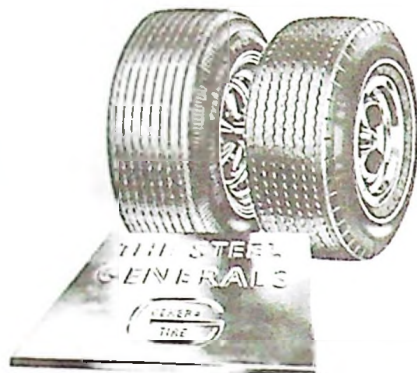
Muncey, O.H. Frisbie  
And the Atlas People



Birnie Christens the New Bud  
Driver Dean & Tom Frankhouser Watch



JOIN GENERAL'S  
DUAL STEEL RADIAL  
IN THE WINNERS CIRCLE



Sooner or Later, You'll Own Generals.



Ivans' American Tire Service, Inc.  
815 W. Columbia Dr.  
Kennewick, Washington 99336  
Phone 509-582-2117

TRI-CITY FENCE, INC.

Chain Link  
and  
Cedar Fences  
Fencing for Do-It-Yourselfers



Phone: 967-2155

TRI-CITY FENCE, INC.

4330 Van Giesen  
West Richland



SERVICE MOTTO:  
IF A TASK IS ONCE BEGUN  
NEVER LEAVE IT TILL IT'S DONE  
IF THE LABOR IS GREAT  
OR SMALL  
DO IT WELL OR  
NOT AT ALL

**BUMGARDNER-REALTORS**

(Half way between Valu-Mart & Columbia Center)

**783-8157**

**CROWN DRUG**

10th and Sylvester - Pasco

VISIT OUR TREASURE ROOM  
for unique gifts and  
the Complete Hallmark line

Prescriptions

Jack King

Bob Fisher

**Builders Lumber & Supply**

3919 W CLEARWATER  
KENNEWICK

Open 7 days a Week

*See our new paneling room -  
nicest in the area!*

**Benjamin Moore Paint**

PAINT LUMBER PLUMBING  
HARDWARE

**BUILDERS LUMBER & SUPPLY**

PHONE

**783-8148**



# UNLIMITED HYDROPLANES '73

## A Period of Experimentation

Turbines, turbo-charging, space-age materials, wing stabilizers — it's an interesting year for the unlimited hydroplanes.

For the past 20 years, no one has been able to find a better power plant for unlimited hydroplanes than World War II aircraft engines. Perhaps this will be changing?

The supply of the big 12-cylinder V-type aircraft engines which gave the free world air superiority in World War II is still surprisingly good. One of the major problems is finding enough mechanics and crew members who are skilled at working on the engines. After all, there aren't too many other calls these days for people to work on World War II aircraft engines!

Even putting an aircraft engine into a hydro isn't simple; major changes are necessary to adapt an engine to water usage. First, the engine as it was set up for airplane use, is reversed. The front becomes the rear, and vice versa. Second, the supercharger is turned upside down, so that carburetor sits on top of the engine instead of on the bottom. (Fighter planes had air intakes on the bottom of the fuselage and the carburetor was mounted upside down). Third, the propeller gears are removed and a special gear box manufactured especially for racing is installed. This gearbox delivers three times the speed of the engine to the propeller—when the engine is turning 4,000 RPM's the propeller is turning over 12,000 RPM's.

The mortality rate among engines is fearsome. In fighter aircraft, these engines were overhauled every 300-400 hours. In hydroplanes, an engine cannot be operated for more than one hour without being completely disassembled. Many engines last less than one 15-mile heat due to the terrific strain.

Turbo-charging akin to that of the Indianapolis 500 cars is an innovation in the Lincoln Thrift and Miss U.S. boats.

Most boats use a gear-driven fan to compress air for faster engine operation. Since the fans operate at supersonic speeds above 35,000 RPM's they can be a source of constant problems.

In turbo-charging, exhaust gases are pumped back through the engine to turn the fan. The exhaust is recycled with new fuel and the result is greater acceleration off the turns.

The two Schoenith-owned boats, Atlas and Gales's Roostertail, are using a new fuel injection system that "sprays" fuel directly into the cylinder in a search of greater fuel efficiency and better acceleration.

The exotic metals and materials of today are being utilized in at

least two of the unlimited hydros to keep the weight down.

George Simon's new Miss U.S. tips the scales at just under 5,000 in racing trim compared to 6,500 to over 7,000 pounds for some boats. Miss U.S., utilizing lightweight titanium and magnesium in hull construction to keep the weight down, is probably the lightest boat in the '73 fleet.

The new Pay 'N Pak weighs in at about 6,000 pounds, also considerably lighter than most boats. The new Pak utilizes honeycombed aluminum that is actually two sheets of aluminum bonded and separated by a honeycombed aluminum core.

Boat owners seemed to be satisfied that they are reaching maximum safe speeds on the straightaways. Their challenge now is to develop a boat design and power source that can make better time around the corners.

Hydroplane hulls are designed so that air pressure on the top of the curved front deck keeps the boat down, while air pressure in a tunnel between the sponsons lifts it up. One compensates for the other in a properly balanced boat.

As the boat rises on a column of air, it "walks" on its two sponsons, spilling out air, keeping the boat from becoming airborne, but just barely touching the water. Obviously, the delicate balance is a hard thing to achieve.

The "wing" or horizontal stabilizer on the tail fin of Pay 'N Pak is adjustable. If the boat is not riding quite right because of water conditions, the pitch of the stabilizer can be adjusted to improve the riding characteristics of the boat.

The Pay 'N Pak crew uses a video tape machine to record the performance of their boat for "playback at a more convenient time" for study. The driver also has a radio receiver in his helmet to pick up information relayed from the beach.

Somehow, the use of automotive power for the unlimiteds is not being mentioned very much during the '73 season. For one thing, the hydro people have been reluctant to drop the length and weight restrictions that would be necessary for auto engines to be competitive. Now a boat must be at least 28 feet long and weigh over 4,000 pounds—and most designers say that's too long and too heavy for efficient use of automotive power.

And now, the biggest news is a turbine-powered boat that hopefully will make its first racing appearance in the Gold Cup.

Lighter boats? New power plants? What changes will be forthcoming in the 1974 unlimited fleet?

### GET UP AND GO WITH A JUMBO SPECIAL.

Two fresh ranch eggs. With ham, bacon, or sausage.  
And six delicious Sambo cakes, served with tiger butter and choice of syrup. Fruit juice. Just \$1.65

**Sambo's**  
RESTAURANT



Open  
24  
Hours

890 George Washington Way Richland, Wash.

### Tri-City Water Follies Atomic Cup Past Presidents

Cliff LaHue  
Jerry Horrobin

George Grant  
Bruce Glenn

Dr. Orval Patchett

### Past Atomic Cup Race Chairmen

Jack Hamann

Don Cooper



# breakaway

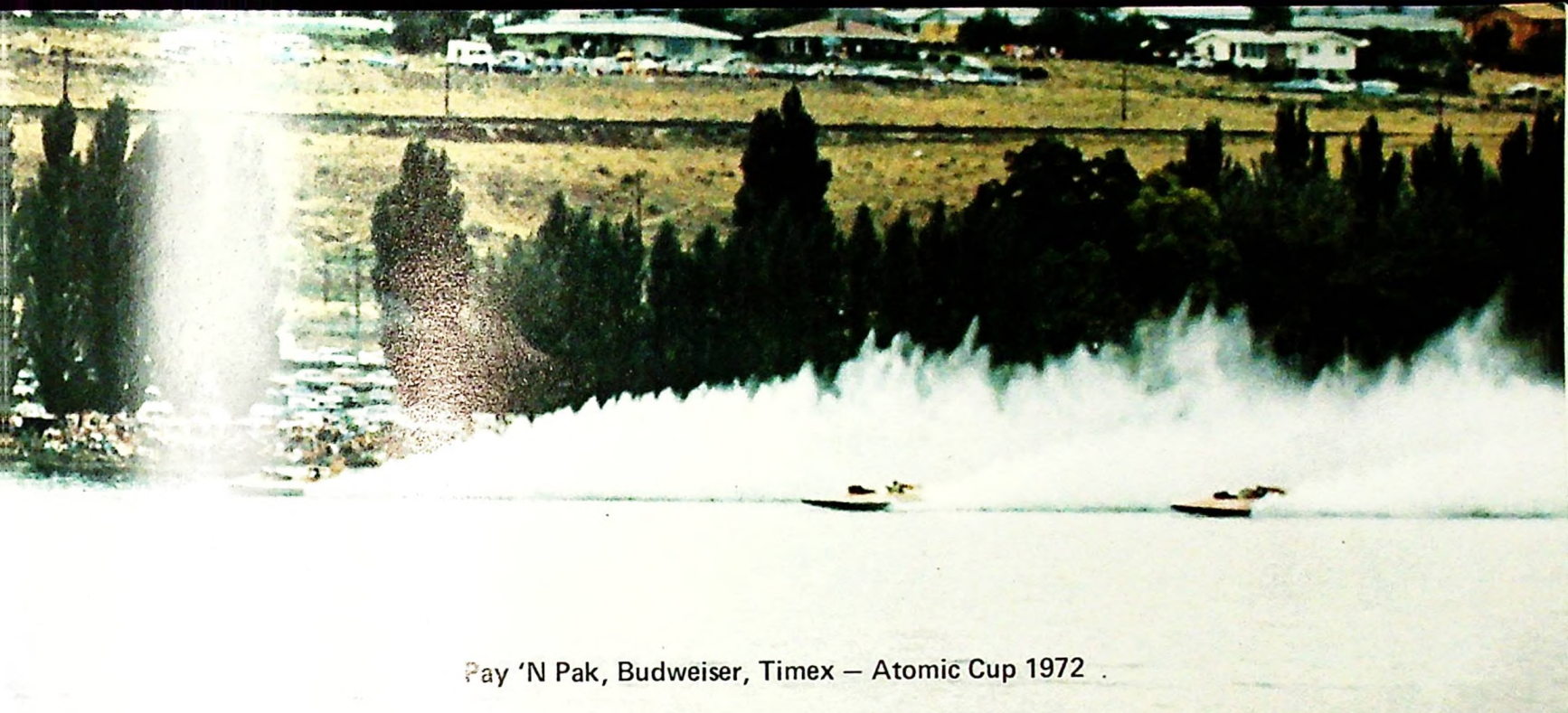
Just pick up and go. To Richland's Hanford House. An extraordinary hotel.  
Luxury accommodations. Fine food. Outstanding indoor and outdoor recreation.



## *Hanford House*

*A Vance Hotel in Affiliation with Atlantic Richfield Company*





Pay 'N Pak, Budweiser, Timex — Atomic Cup 1972



The Pit Area during the 1972 Atomic Cup in the Tri-Cities



Budweiser and Timex in the Lower Turn, 1972 Atomic Cup



**HIGH  
QUALITY TOP  
PERFORMANCE**



**FAST  
COURTEOUS  
SERVICE**



**FREE  
SAFETY  
INSPECTION**

**STARBELT STEEL RADIAL**



- Strong Steel Belt With Rayon Body Plies and Rayon Cushion For Comfortable Ride.
- Positive Road Tracking Ability.
- Longer Mileage-Increased Gasoline Mileage

- SHOCKS
- FRONT END ALIGNMENT
- OK NEW TIRES
- WINTER TIRES & RECAPS
- PASSENGER & TRUCK TIRES
- TIRE TRUING
- WHEEL BALANCING

*Check them all out  
with a specialist. . .  
He's OK*



**TIRE STORES**

**GENE'S OK TIRE**  
1324 N. 4th  
PASCO, WASH. 547-1724

**RUDY'S OK TIRE**  
2676 Van Giesen  
RICHLAND, WASH. 943-9191

**RADA  
AND SONS**

Excavating  
and  
Pre-Cast Construction  
Contractors

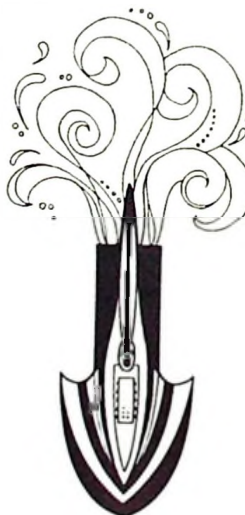
**BURBANK HEIGHTS**

15 EAST HARBOR DRIVE



**PASCO**

547-3974



PAINTS & COATINGS,  
STAINS, VARNISHES,  
AND BRUSHES  
FOR HOME,  
INSTITUTIONS  
AND INDUSTRY.



INDUSTRIES

**PITTSBURGH PAINTS  
CENTER**

14 S. Benton, Kennewick  
Phone: 582-7525



# The Gold Cup

## Racing Rules

The Gold Cup consists of four heats of 15 miles each for a total of 60 miles. (This is 15 miles and one heat more than the previous Atomic Cup races.) Each heat is six laps of a 2- 1/2 mile course.

To enter the Gold Cup, boats must have first qualified at a 95 mph average over two consecutive laps run during qualifying, Wednesday through Saturday.

When the total qualified field for the Gold Cup exceeds 12 boats, then all boats are eligible to compete. When there are 12 or less boats, then only the 10 fastest boats as determined by qualifying speeds will compete. The additional boats will be given a priority in the event that a semi-feature race is held.

As many engine changes as are necessary are permitted in the Gold Cup.

If a boat "jumps the gun" by crossing the starting line with less than 30 seconds remaining until the start of the heat, it must run an extra lap to be scored.

No boat is allowed to start in a heat if it is not on the course and running at the firing of the one minute gun.

Should a boat dislodge or destroy a buoy in competition, it must run an extra lap to be scored. (When a buoy is dislodged or destroyed, it ceases to become a marker and may be disregarded). Should an offending boat force an unoffending boat to strike a buoy which then becomes dislodged or destroyed, the offending boat will be required to run an extra lap to be scored.

The race will be stopped immediately if a driver enters the water or if, in the opinion of the referee, an occurrence or situation on the race course makes competition hazardous to participants beyond the usual hazards of competition. If, at the time of the stoppage, the leader has finished three laps, the heat will be declared completed and the average lap speed of each boat running at the time of the stoppage (based on the number of completed laps) will be used in determining finished positions; except that if the Final Heat is halted, it must be re-run regardless of when stopped. The re-run will be complete if three laps are finished. In no event shall the boat or boats responsible for the stoppage be awarded points in that same heat or section or be allowed to start in any re-run or subsequent re-re-runs of it.

When a driver is seen waving his hands above his head after his boat comes to a stop or is involved in an accident, he means that everything is under control and needs no immediate assistance. When he is seen waving a visible object, he signifies that his boat is sinking and needs help. When no signal whatsoever is received, it indicates that the driver is injured and requires immediate aid.

## Gold Cup Wristwrestling

The 2nd annual Gold Cup Left Arm wristwrestling contest will be held at 7 p.m. on Saturday, July 21, on the outdoor stage in Columbia Park on the eve of the Gold Cup.

Yes, this is left-arm only! And, it's perhaps the second such tourney ever held. There are four weight divisions for men entrants and one division for women. The tourney is sanctioned by the World's Wristwrestling Championships Inc. of Petaluma, Calif.

# Race Course Records

Tri-Cities, Washington

45 mile race (on 2 1/2 mile course):		
U-71 ATLAS VAN LINES,		
Bill Muncey	1972	108.000
15 mile heat (on 2 1/2 mile course):		
U-71 ATLAS VAN LINES,		
Bill Muncey	1972	110.655
2 1/2 mile lap:		
U-71 ATLAS VAN LINES,		
Bill Muncey	1972	115.979
5 mile qualification average:		
U-25 PRIDE OF PAY 'N PAK,		
Billy Sterett, Jr.	1972	120.160
2 1/2 mile qualification lap:		
U-25 PRIDE OF PAY 'N PAK,		
Billy Sterett, Jr.	1972	120.321

### The Gold Cup Course

## 60-million years in the making

By Randall E. Brown

The incomparable Columbia River is magnificent and old. Probably it was born when the early Rocky Mountains developed more than 60 million years ago. Central Washington first saw it roughly 15 million years ago, competing with the vast basalt lava flows engulfing the area from south and east. Repeatedly pushed westward by the lava flows, the river periodically returned as the Pasco Basin developed.

Once the mountain ridges of eastern Washington rose, the Columbia was locked in the basin. The Horse Heaven Hills, rising by 10 million years ago, slowed the Columbia's flow and caused it to begin to deposit the sediments of the White Bluffs upstream of the hills. During the great Ice Age the river lowered its channel at Wallula Gap.

Near the Ice Age's close, in the last 20,000 years, the river was several times swollen by glacial meltwaters and water from ice-marginal lakes (Lake Missoula). Flow to 10,000 times today's rate was released, carving the Channeled Scabland and filling the Pasco Basin with gravel. Glacial Lake Lewis formed, when Wallula Gap could no longer handle the water.

During the Altithermal period, 4,000-8,000 years ago, the flow rate fell to perhaps a quarter of today's flow, under hot, dry conditions. The time is marked by volcanic ash, 6 inches thick, blasted from Mt. Mazama (Oregon's Crater Lake) when it destroyed itself.

Today the river flows placidly to the sea, showing little of its age or tempestuous history.



## allied arts

SIDEWALK  
ART and CRAFTS  
SHOW

**JULY 20-21**

9 A.M. to DUSK

HARRY KRAMER CENTER  
916 JADWIN - RICHLAND, WASH.





Put the perfect day on ice.  
Pour everything you've got into a game of volleyball,  
baseball or football —  
then put it all back with an ice-cold Pepsi-Cola.  
Pepsi has the crisp, bold cola taste that turned on  
a whole generation.  
And when it comes to putting back energy —  
Pepsi beats all the others — cold!

**You've got a lot to live. Pepsi's got a lot to give.**

Bottled under authority of the Pepsi Cola Bottling Company. Bottled by Pesi Cola Bottling Company, Yakima, Wash.



# About the Gold Cup Boats

**PAY 'N PAK U-25:** This is Dave Heerensperger's 7th new hydro in 10 years. Built by Ron Jones, Costa Mesa, Calif. Weighs 6,000 pounds, making it one of the lightest boats on the tour. The boat is built of aluminum to save weight and lend strength. The honeycombed aluminum is actually two thin sheets of aluminum, bonded to and separated by a honeycombed aluminum core. All frames, stringers, bottom and sides of Pay 'N Pak are built of this honeycombed aluminum. Only sponsons and deck are of wood and this is because it is difficult to curve the honeycombed material. The boat has a horizontal wing-like stabilizer on the tail, designed by members of the Craig Breedlove team. This boat is 28-½ feet long, 13 feet at the beam. Engines are Rolls Royce Merlin.

**MISS BUDWEISER U-12:** This is the fast-running Pay 'N Pak of last year. Purchased at the season's close by Bernie Little who chose to buy a proven boat rather than go through the problems of building a new one. At Seafair last year, was the first boat to ever exceed 125 MPH on any course. Is something like the 7th boat to wear the Budweiser colors. Is 29-½ feet long, 13 feet 4 inches at the beam, weighs 6,250 pounds in racing trim. Powered by Packard-built Rolls Royce V-12.

**ATLAS VAN LINES U-71:** The 1972 national champion and Gold Cup winner. Lost only one race last year. A fuel injection system has been added this year. The boat was designed and built by Lee Schoenith's Gale Enterprises. It weighs 6,300 pounds, is 30 feet long and 12 feet 4 inches in width. The power comes from Rolls Royce.

**GALE'S ROOSTERTAIL U-44:** From the Lee Schoenith camp. Has been used as the back-up boat for Atlas. Has raced here before as Myr's Sheet Metal and Atlas. It is one of the heaviest of the hydros, tipping the scales at 7,000 pounds. It is 32 feet long and unlike Atlas, is powered by an Allison engine. The boat also utilizes fuel injection this year.

**LINCOLN THRIFT U-29:** One of the surprise boats of the 1973 season. Won the second race of the tour at Washington, D.C. The boat is a Staudacher cabover-hull powered by Rolls Royce. It is one of the heavier boats on the circuit. The boat uses an innovative turbo-charging system rather than the conventional gear-driven super-charger. You'll notice a different sound from Lincoln Thrift as it tours the course. It's more of a "whisper" rather than the typical thunderboat roar.

**VALU MARTS U-16 and U-21:** Both owned by Bob Gilliam. Valu Mart U-16 is the former Towne Club that was purchased a year ago and re-fitted by Gilliam. The U-21 is Valu Mart II, a boat designed and built by Gilliam. It tested in the Tri-Cities earlier this year and was on hand for the first race in Miami. Not satisfied with the performance, Gilliam pulled the U-21 off the circuit for more work and to ready it for the Gold Cup and Seattle race.

**MISS MADISON U-6:** Owned and campaigned by the City of Madison, Indiana, a city of 13,000 that has hosted unlimited racing for some 20 years. Two years ago, the Gold Cup was held in Madison. Miss Madison was a new boat last year, built and designed in the Schoenith shops in Detroit. The boat sunk during a test run prior to the Gold Cup last year in Detroit. The boat was withdrawn from the remainder of the races last year and has been repaired and outfitted for the 1973 season.

**NOTRE-DAME U-7:** This is the sixth boat bearing the Notre Dame name since 1962. It is one of several designs on the circuit by Ron Jones. Notre Dame is a conventional style hydro with Rolls Royce power.

**RED MAN U-8:** Owned and driven by Jim McCormick. The boat, built by Don Kelson of Seattle, is an exact copy of the famed Miss Bardahl that won two national championships and two Gold Cups.

**MISS U.S. U-2:** One of the more revolutionary new hydros. It is a new boat built by Lew Staudacher and designed by its owner, George Simon. Miss U.S. utilizes lightweight titanium and magnesium in hull construction. Tipping the scales at just under 5,000 pounds, it is probably the lightest boat in the '73 fleet. Miss U.S. features an Allison powerplant that uses turbo-charging that bears a strong resemblance to the turbo-charged autos racing at the Indianapolis 500.

....

## Three Gallons to the Mile

Unlimited hydroplanes are not particularly noted for their fuel economy. The engines operate on 145 octane aviation fuel. Because of the power and high state of tuning, it takes about three gallons of fuel to drive a boat one mile, limiting their operating range to about 28 miles before re-fueling is necessary. About 3/10's of a mile to a gallon is typical.



*Guaranteed  
Quality*

Meats  
Groceries  
Produce  
Variety Items

*Everyday Low Discount Prices*

**WAREMART FOOD STORES**

3611 W. Clearwater Ave.  
Kennewick, Wash.



# GOLD CUP 1904-1973

## History Of The Gold Cup

by Fred Farley  
Unlimited Editor

The first competition for the fabled Gold Cup, officially known as the American Power Boat Association Challenge Cup, was run June 23-25, 1904, on the Hudson River in New York as America's answer to the highly touted British International ("Harmsworth") Trophy inaugurated the year before at Queenstown, Ireland. The Gold Cup course was sixteen miles up and down the Hudson starting off the old Columbia Yacht Club clubhouse and turning at Piermont. Scoring was by a unique point system: one for each heat started by a competitor and one for each boat defeated. Carl Riotte in STANDARD won the Cup with a total of seven points. He easily won all three heats with a sizzling 23.160 average for the 96 miles.

She was a displacement type craft measuring 59 feet in length with an 8½ foot beam. She had a plumb stern, three cockpits (with the driver sitting English style ahead of the engine), and was powered by a six cylinder eight inch by ten inch Standard engine, air starting and reversing, rated at 110 horsepower. The power plant, which was to gain wide acceptance in the marine industry field, resembled a miniature steam engine with its steel columns and open frame.

From 1904 to 1907, a handicap system was utilized that took into account the power and size of each boat and gave them time allowances accordingly. The winners in the 1905, '06, and '07 contests were all victorious on the basis of corrected time even though other participants ran faster. Protests from losing entrants were instrumental in the scrapping of handicaps thereby making the Gold Cup a free-for-all event with unlimited hull and engine size permitted. As a result, speeds spiraled upward as did costs. Millionaire Gar Wood, the proverbial "Babe Ruth of Boat Racing," scored an unprecedented five consecutive victories at the wheel of his MISS DETROIT II in 1917, the Detroit Yachtsmen syndicate's MISS DETROIT III in 1918 and '19, and his self-owned MISS AMERICA I in 1920 and '21. In the final 30 statute mile heat of the 1920 race around a 5-mile course in Detroit, Wood turned a phenomenal 70.412 miles an hour, a record that was to stand 'till 1946. During those five incredible years, the "Grey Fox of Grayhaven" achieved the added distinction of starting in fifteen heats, winning twelve of them, and finishing second three times.

Beginning in 1922, the Gold Cup was open only to boats of displacement

design. Hulls with "steps" or "shingles" were outlawed. Additionally, entries longer than 25 feet in length were restricted to the use of engines of not more than 625 cubic inch piston displacement. The intent of these new rules was to put Gold Cup racing into the range of more pocketbooks than had previously been the case and to encourage the construction of boats for the race that would be useful for something besides racing. A field of thirteen of these so-called "gentlemen's runabouts" appeared in the hotly contested 1922 Gold Cup on the Detroit River which was won by Jim Vincent in PACKARD CHRIS CRAFT with a 90 statute mile race average of 40.253.

Unfortunately for the rule makers, though, things didn't work out as they had intended. Costs went up in the ensuing years and the boats that competed were distinctly not the desired "gentlemen's runabouts" and were nothing but simonpure racers. Step hulls were re-admitted in 1929. Many owners of displacement entries "shingled" their vee-bottom monoplanes in compliance with the new regulation.

The rules were changed again in 1937 to allow foreign challengers to compete for the Cup provided they represent an American yacht club which was a member of the A.P.B.A. The engine size was correspondingly raised to 732 cubic inches to place the American boats on a par with the international 12-Litre Class which was quite popular in Europe in the 1930's.

The 1937 Gold Cup in Detroit was the most colorful, from an international standpoint, than any other in history. The U.S. team held back the foreign challenge in 1937 but bowed to Count Rossi (the head of the Italian Vermouth industry) the following year on the same race course. Powered by half of a twelve cylinder Isotta-Fraschine aircraft engine, Rossi pushed his 19'7" ALAGI to a 3-mile lap record of 72.707 but only averaged 66.080 for his best heat.

With the advent of World War II, competition for the Gold Cup (and most other major trophies) was suspended. When racing resumed in 1946, a rejuvenated format was in evidence. The A.P.B.A. had voted to allow, for the first time since 1921, entry by boats of unlimited cubic inch piston displacement. This was necessary because the old Gold Cup Class, vintage of 1922 to 1941, had quite noticeably died down. There were no suitable engines being manufactured

in the sizes prescribed by the then-current rules. The introduction of converted aircraft and other types of engines developed by the war was expected to produce new enthusiasm for what was now, unquestionably, America's premier power boat event. And it did!

Although only one of the seventeen starters in the 1946 contest at Detroit was powered by such an engine, an Allison V-1710, the boat in question (a big wild-riding yellow craft named MISS GOLDEN GATE III driven by Dan Arena) bettered the existing 3-mile lap record no less than seven times and, in so doing, set a new mark of 77.911. Bandleader Guy Lombardo, at the wheel of his newly acquired TEMPO VI (the 1939 and '41 Gold Cup winner as MY SIN), was victorious in the first post-war renewal of the Cup and, with the aid of a 650 horsepower Zumbach-Miller engine, finally eclipsed Gar Wood's 26 year old 30-mile heat record of 70.412 with a clocking of 70.890 in the Final Stanza.

Mandatory qualifications were introduced at the 1949 regatta after only one participant (MISS GREAT LAKES) out of 22 could go the 90 mile distance in '48. Three laps at better than 65 miles an hour were required. The first boat and driver combination to earn the distinction of fastest Gold Cup qualifiers were MY SWEETIE and Bill Cantrell, the race winners that year, with a mark of 92.402. Besides their practical value of ascertaining a craft's fitness to compete, these qualifications, to this day, add immeasurably to the color and pageantry of the race.

### -The Gold Cup Goes West-

During the first 46 years of the Cup's existence, not once had it ever been run any farther away from its point of origin on the Hudson River than Minneapolis (in 1917) on account of no boat representing a yacht club from the western side of the Mississippi ever being victorious.

SLO-MO-SHUN IV, owned by Stan Sayres and driven by Ted Jones from Seattle, Washington, finally turned the trick in 1950 and, in so doing, ushered Gold Cup racing into its modern era. Owner Sayres, driver-designer Jones, and builder Anchor Jensen thoroughly debunked the well publicized impression that three-point suspension hulls become hopelessly uncontrollable under competitive conditions, especially in the corners.

Sayres, Jones, and Jensen also introduced Unlimited racing to the Pacific Northwest. Sayres went on to become the first and only five time consecutive winning owner of the Gold Cup with the aid of drivers such as Lou Fageol, Stan Dollar, and Joe Taggart.

The reaction of Seattleites to water racing's greatest show was, in a word, incredible. A sport that had previously been little more than a rich man's hobby was suddenly thrust into the spotlight.



Upon arrival in Seattle, the veteran participants found themselves, to their surprise, to be the subject of a barrage of press, radio, and television interviews, more mass media exposure, in fact, than they had dreamed possible. Thus was the Seattle-Detroit rivalry, which was to last for more than a decade, born.

From 1951 until 1962, any threat from the Detroit contingent (or any other out of town challenger for that matter) to wrest the Gold Cup from the grasp of Seattle became a matter of civic nervousness and economic concern to the "Queen City." Only twice were the Seattleites defeated on home waters. Lee Schoenith and GALE V from Detroit triumphed in 1955 and Bill Stead and MAVERICK from Las Vegas emerged victorious in 1959.

#### -Gold Cup To Highest Bidder-

Beginning in 1963, the Gold Cup Contest Board approved the awarding of the Gold Cup Race site to the city which posted the highest financial bid. Additionally, the race format was changed to four heats of 15 miles for each boat instead of three heats of 30 miles. During the past eleven years, the Gold Cup has been awarded to Detroit five times, Seattle and San Diego twice, and Madison, Indiana and Tri-Cities, Washington, once.

Over the years, and especially during

the past twenty, fate has smiled on defending Gold Cup champions. Bill Muncey has two pairs of back to back victories (1956-57 and 1961-62) with the original MISS THRIFTWAY and MISS CENTURY 21 respectively. Ron Musson, in 1963-64-65 with the third MISS BARDAHL, became the first chauffeur since the days of George Reis and EL LAGARTO to win three straight Gold Cups in the same boat.

When Musson was fatally injured in the 1966 President's Cup, Bill Schumacher picked up right where Ron left off with two triumphs of his own in 1967 and '68 aboard the fifth MISS BARDAHL. Bernie Little's MISS BUDWEISER captured the 1969 renewal driven by Bill Sterett, Sr. (who afterwards retired) and won again in 1970 with Dean Chenoweth in the cockpit.

Last year, on the Detroit River, Bill Muncey became the first driver since Gar Wood to win the race for the fifth time. This year, Muncey, who will wheel ATLAS VAN LINES, has the comforting knowledge that in the 64 previous Gold Cup contests, the defending champion driver has repeated on twenty occasions and that the defending champion boat has triumphed eighteen times.

Over the years, the Gold Cup hasn't changed much. It wears more winners' nameplates on its base now, but it's still the same bit of filigreed metal -

intrinsically worth about \$750 in 1904 American money but priceless in terms of sentiment, tradition, and pride of possession.

## 1973 GOLD CUP

### Prize Money

1st Place .....	\$12,500
2nd .....	\$8,500
3rd .....	\$5,000
4th .....	\$4,000
5th .....	\$3,000
6th .....	\$2,150

TOTAL PURSE - \$41,150

(Individual place pay-offs are approximate, dependant on number of boats qualifying for the Gold Cup)

# GOLD CUP



# UNLIMITED WATER FUN

**POOL**  
SUPPLY CO.

&

**PATIO**

ACCESSORIES-PAINT-CHEMICALS-SERVICE

Phone (509) 586-9108  
201 N. FRUITLAND - KENNEWICK

Pool & Patio Supply Co. and Blue Gem Pools are proud to be a part of the vibrant Tri-Cities and to have built many of the attractive pools in the area, such as the pool at the Rivershore Motor Inn.





FOR THE TRI-CITIES LOWEST PRICES, VISIT. ....

# Grigg's

801 W. COLUMBIA

PASCO

THE NORTHWEST'S LARGEST ONE FLOOR FAMILY SAVINGS CENTER



OPEN 7 DAYS A WEEK

WEEKDAYS: 10 A.M. to 9 P.M.

SAT. & SUN.: 10 A.M. to 6 P.M.

**WHERE QUALITY & LOW PRICES MEET!**

**SPECIAL ATTRACTION!  
JULY 13 THROUGH 21**



Northern Pacific's first locomotive, the little balloon-stacked Minnetonka, is still "workin' on the railroad" — more than a century after it began service on original track construction. Built in Pittsburgh by Smith & Porter at a cost of \$6,600, the 12-ton, 27½-foot engine was delivered to the NP in 1870 and saw front-line duty with construction forces in both Minnesota and Washington. Subsequently sold to a logging company, it was discovered in retirement by the NP and completely refurbished for exhibit at the New York and Chicago World's Fairs in the 1930's. Still handsomely preserved, the Minnetonka continues to be exhibited on special occasions by Burlington Northern as a symbol of the contributions made by its predecessor railroads to the development of the West.

NORTHERN PACIFIC'S  
**VERY FIRST  
LOCOMOTIVE!**

THIS GREAT 1870 RELIC, DIRECTLY OUT OF OUR AMERICAN HISTORY IS ON DISPLAY AT GRIGG'S, NEXT TO THE PARKING LOT! BRING YOUR CAMERA AND RECORD THIS 103 YEAR OLD ANTIQUE IN YOUR OWN PERSONAL PHOTO ALBUM

**EXCLUSIVELY. ....  
AT GRIGG'S DEPARTMENT STORE**



# GOLD 100

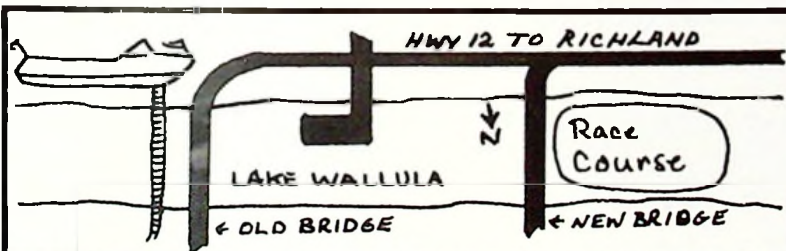
the Tri-City Water Follies  
Association thanks the following people  
for their contribution  
in support of the 1973 Gold Cup:

ED RAY  
Dunning-Ray Insurance Co.  
KERMIT KRUEGER  
Fidelity Mutual Savings Bank  
GLEN STROUD  
Northside Auto  
R. WALLACE PISCHEL  
Pischel Yearbooks  
ARNIE NEBLE  
Sherwood & Roberts  
JOHN M. KELTCH  
Contractor  
BOB BERGER  
Tri-City Auto Auction  
BRUCE A. GLENN  
Advance Advertising  
JOE VINCENT  
Big Pierre Lumber Yards  
C. W. (WILLY) EVANS  
Palm Tavern  
ROBERT R. MATHESON  
R. R. Matheson, Inc.  
SID LANTOR  
Lantor's Men's Wear  
NORMAN DOUGLASS  
Tri-City Realty  
JOHN BACKLUND  
J. C. Penney Co.  
CHARLES MARKHAM  
First Federal Savings & Loan

DEAN LONEY  
Loney, Westland, Raekes,  
Pettig & Sonderman  
HARRY LEE  
Dick Sales  
DONALD KERLEY  
Kelley Chemical  
GLEN A. BRETT  
Layrite Concrete  
WARREN SLOUT  
Western Trailer Sales  
W. G. SIMANTON  
Old National Bank, Richland  
W. A. GAMLEM  
People's National Bank  
STERL K. ADAMS  
Tri-City Airways  
AMON MUELLER  
Mueller's Chapel of the Falls  
GERALD W. FORAKER  
Glass Nook No. 1  
M. M. TRIPPLETT  
Central Music  
Dr. M. R. PETERSEN  
ROBERT LUCE  
Cosmo-Angus Motor Hotel  
TED PETERSON  
Peterson, Taylor & Day  
DICK PEW  
Columbia Television Co.

TOM HILL  
Hill's on the Mall  
JAMES MAGNUSON  
Walla Walla Federal Savings & Loan  
JERRY EERKES  
Tri-City Oil Co.  
DR. D. G. BELTZ  
BYRON BAKER  
Baker Produce  
DALE METZ  
Metz Marina  
DAVE SWANSON  
Swan Storm  
JACK RABOURN  
Hanford House  
RUSS DEAN  
Russ Dean Ford  
KEN MAURER  
Advance Advertising  
KEN THOMPSON, JR.  
Thompson Tile & Masonry  
CHARLES GRIGG  
Grigg's Shopping Center  
DAVE DICKERSON  
B-OK Super Service  
DR. ORVAL W. PATCHETT  
MARK L. PENCE  
The Pence Associates  
CHUCK WALLACE  
Inland Glass  
DON COOPER  
Grigg's Building Supply  
MARVIN BAILIE  
Bailie Oil Co.  
JOHN HORNING  
Columbia Center National Bank  
FRANK R. BELL  
Old National Bank, Pasco  
J. FORD SMITH  
Seattle First National Bank, Pasco  
LYNN FRANKS  
Seattle First National Bank, Kennewick  
RON JUTTILO  
National Bank of Commerce, Richland

LYLE GERBER  
Seattle First National Bank, Richland  
KEN SILLIMAN  
Farmers Exchange  
JOHN ASHTON  
Burlington Northern, Inc., St. Paul  
GENE YOUNG  
Burlington Northern, Inc. Pasco  
GEORGE A. GRANT  
George Grant Construction  
CHUCK NOYES  
Central Pre-Mix  
DALE SCHRECK  
Dale Schreck Photography  
ED HENDLER  
American National Insurance  
BOB HOSTETLER  
Tri-City Datsun  
R. S. CARRIER  
Pavers, Inc.  
NATIONAL BANK OF COMMERCE,  
Kennewick  
JIM BRIDGE  
Red Lion Motor Inn  
TOM A. BURDINE, JR.  
Emerson Electric Co.  
WALT BENDEWALD  
Town & Country Real Estate  
DUANE EINAN  
Einan's Funeral Home  
RUBE EDEN  
Rube's Body Shop  
JOE KOSEL  
Old National Bank, Kennewick  
HAROLD BRINKLEY  
H.B. Painters  
ART COLBY  
DR. E. L. SUHADOLNIK  
NIEMI, HOLLAND & SCOTT  
JACKIE & DUNE FAULK  
KELLY MILLER  
CLIF LAHUE  
SPENCER-KINNEY, INC.



**Metz Marina**

LOCATED ON CLOVER ISLAND  
KENNEWICK, WASH.

LARGEST  
MOST COMPLETE  
MARINA  
IN EASTERN WASHINGTON



**IF YOU DON'T "GO BOATING"  
YOU'RE MISSING THE BOAT!**

## Gold Cup Parachuting

A Gold Cup Parachute Accuracy Contest will be held on Saturday, July 21, arranged by the Thunderbird Sport Parachute Club under Water Follies sponsorship.

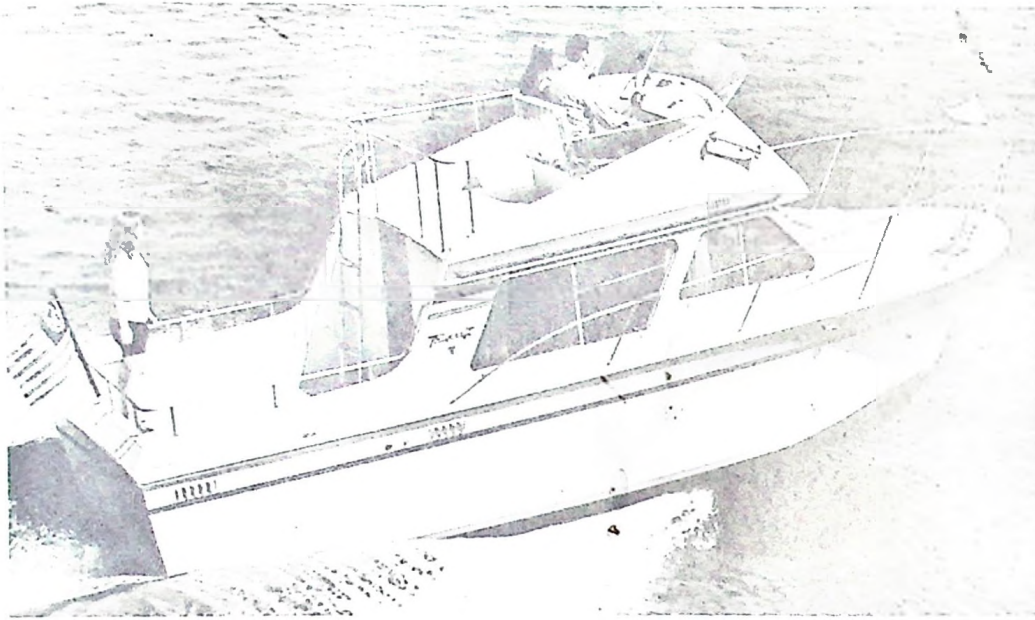
Some 200 of the top parachutists in the Northwest are expected to compete. Contestants will be aiming at a 4- 1/2 inch target set up in the jump area in the parking lot in Columbia Park near the carnival area.

Each contestant will make four jumps from 2500 feet with the total distance from the target used to determine the winner.



U-11 SHAKEY'S: Owner Peter LaRock, left, and Driver Tom Martin, both of Seattle, are shown with the U-11, Shakey's Special. In earlier years the boat raced under such names as Breathless II, The Loaner and Miss Wickman.

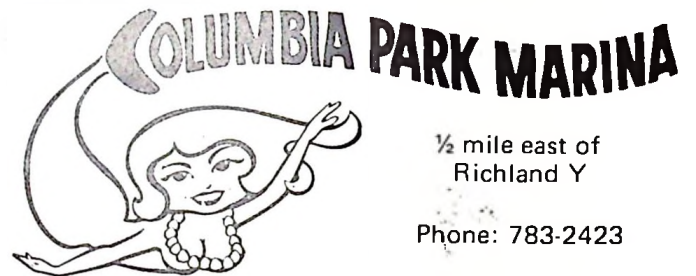




*Right on the River...*

**HOME OF:**

Tollycraft - Gulfstream  
Riviera - Glas-Ply  
Mer Cruiser &  
OMC - 1 - OS  
Evinrude and  
Bearcat  
Outboards

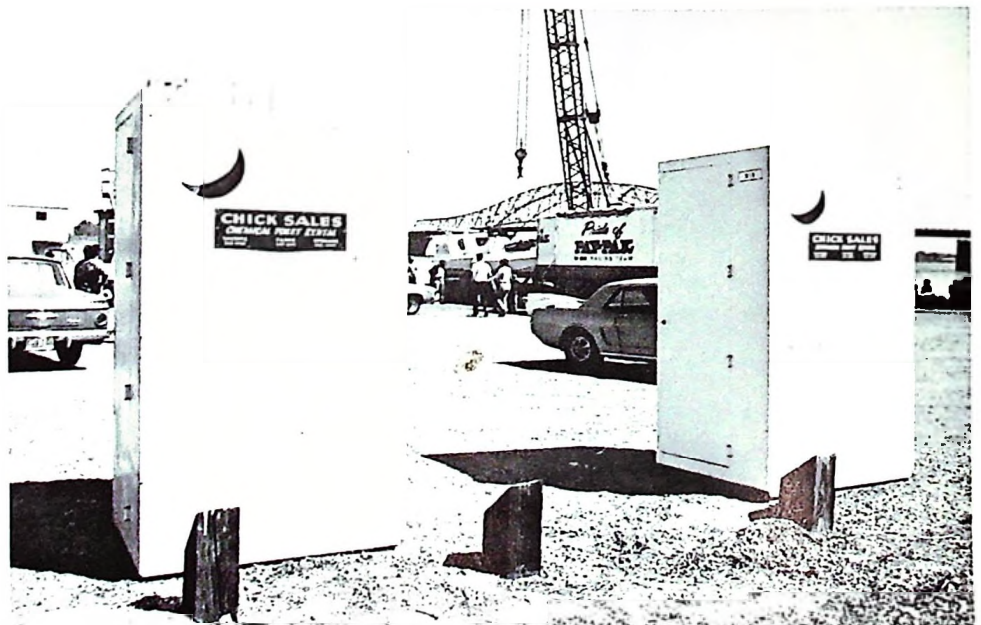


½ mile east of  
Richland Y

Phone: 783-2423

7500 W. COLUMBIA AVE. - KENNEWICK

IF YOU GOTTA GO -  
GO WITH US



**CHICK SALES**

603 West Ainsworth - Pasco  
547-5112



# WINNERS OF 1972 UNLIMITED RACES

(Over-all)  
Average

## CHAMPION SPARK PLUG TROPHY (2nd), Miami, Florida

1. U-71 ATLAS VAN LINES	Bill Muncey	104.489
2. U-25 PRIDE OF PAY 'N PAK	Billy Schumacher	101.886
3. U-88 PIZZA PETE	Bob Gilliam	93.951

## KENTUCKY GOVERNOR'S CUP (4th), Owensboro, Kentucky

1. U-71 ATLAS VAN LINES	Bill Muncey	105.112
2. U-25 PRIDE OF PAY 'N PAK	Billy Schumacher	104.146
3. U-6 MISS MADISON	Charlie Dunn	100.821

## A.P.B.A. GOLD CUP (64th), Detroit, Michigan

1. U-71 ATLAS VAN LINES	Bill Muncey	104.277
2. U-25 PRIDE OF PAY 'N PAK	Bill Schumacher	96.295
3. U-1 MISS BUDWEISER	Terry Sterett	97.587

## MADISON SILVER ANNIVERSARY WORLD CHAMPIONSHIP TROPHY (1st), Madison, Indiana

1. U-71 ATLAS VAN LINES	Bill Muncey	99.539
2. U-1 MISS BUDWEISER	Terry Sterett	97.702
3. U-70 GO GALE	Tom Sheehy	98.432

## PRESIDENT'S CUP (39th), Washington, D.C.

1. U-25 PRIDE OF PAY 'N PAK	Billy Sterett, Jr.	102.687
2. U-71 ATLAS VAN LINES	Bill Muncey	106.515
3. U-1 MISS BUDWEISER	Terry Sterett	98.300

## ATOMIC CUP (7th), Tri-Cities, Washington

1. U-71 ATLAS VAN LINES	Bill Muncey	108.000
2. U-1 MISS BUDWEISER	Terry Sterett	99.704
3. U-25 PRIDE OF PAY 'N PAK	Billy Sterett, Jr.	DNF

## SEAFAIR TROPHY (14th), Seattle, Washington

1. U-71 ATLAS VAN LINES	Bill Muncey	112.672
2. U-7 NOTRE DAME	Dean Chenoweth	103.053
3. U-32 MISS VAN'S P-X	Leif Borgersen	104.019

## SEAFAIR CONSOLATION TROPHY (3rd), Seattle, Washington

1. U-21 VALU-MART	Bill Wurster	101.887
2. U-44 MISS TIMEX	Jim McCormick	DNF
3. U-4 THE SMOOTHER MOVER	Chuck Hickling	DNF

**NORTEC CORPORATION**

**WELCOMES**

**A. E. W. G.**

**SPECIALIZING IN  
BOAT AND ENGINE REPAIR**



**LAWRENCE J. (LARRY) LARSEN - OWNER**

1121 West Ainsworth — Pasco



# OFFICIAL SCORING FORM 1973 GOLD CUP REGATTA

BOAT NUMBER	BOAT NAME	DRIVER	FINAL QUALIFYING SPEED	FIRST HEAT				SECOND HEAT				THIRD HEAT				FINAL HEAT		TOTAL POINTS	FINAL POSITION
				SECTION	FINISH ORDER	SPEED	HEAT POINTS	SECTION	FINISH ORDER	SPEED	HEAT POINTS	CUM. POINTS	SECTION	FINISH ORDER	SPEED	HEAT POINTS	CUM. POINTS		
				1C	1	10.7	400	2A	1	10.7	400	800	3A	2	10.7	300	1100		
				2	2	10.7	400	3	3	10.7	400	700	3A	1	10.7	400	1100		
				3	3	10.7	400	4	4	10.7	400	500	3A	4	9.6	159	5.3		
				4	4	10.7	400	5	5	10.7	400	500	3C		COULD NOT MAKE HEAT	505			
				5	5	10.7	400	6	6	10.7	400	500	3D	3	10.5	225	505		
				6	6	10.7	400	7	7	10.7	400	500	3B	1	10.7	400	505		
				7	7	10.7	400	8	8	10.7	400	500	3B	5	9.0	127	505		
				8	8	10.7	400	9	9	10.7	400	500	3B	4	9.0	127	505		
				9	9	10.7	400	10	10	10.7	400	500	3B	5	9.0	127	505		
				10	10	10.7	400	11	11	10.7	400	500	3B	5	9.0	127	505		
				11	11	10.7	400	12	12	10.7	400	500	3B	5	9.0	127	505		
				12	12	10.7	400	13	13	10.7	400	500	3B	5	9.0	127	505		
				13	13	10.7	400	14	14	10.7	400	500	3B	5	9.0	127	505		
				14	14	10.7	400	15	15	10.7	400	500	3B	5	9.0	127	505		
				15	15	10.7	400	16	16	10.7	400	500	3B	5	9.0	127	505		
				16	16	10.7	400	17	17	10.7	400	500	3B	5	9.0	127	505		
				17	17	10.7	400	18	18	10.7	400	500	3B	5	9.0	127	505		
				18	18	10.7	400	19	19	10.7	400	500	3B	5	9.0	127	505		
				19	19	10.7	400	20	20	10.7	400	500	3B	5	9.0	127	505		
				20	20	10.7	400	21	21	10.7	400	500	3B	5	9.0	127	505		
				21	21	10.7	400	22	22	10.7	400	500	3B	5	9.0	127	505		
				22	22	10.7	400	23	23	10.7	400	500	3B	5	9.0	127	505		
				23	23	10.7	400	24	24	10.7	400	500	3B	5	9.0	127	505		
				24	24	10.7	400	25	25	10.7	400	500	3B	5	9.0	127	505		
				25	25	10.7	400	26	26	10.7	400	500	3B	5	9.0	127	505		
				26	26	10.7	400	27	27	10.7	400	500	3B	5	9.0	127	505		
				27	27	10.7	400	28	28	10.7	400	500	3B	5	9.0	127	505		
				28	28	10.7	400	29	29	10.7	400	500	3B	5	9.0	127	505		
				29	29	10.7	400	30	30	10.7	400	500	3B	5	9.0	127	505		
				30	30	10.7	400	31	31	10.7	400	500	3B	5	9.0	127	505		
				31	31	10.7	400	32	32	10.7	400	500	3B	5	9.0	127	505		
				32	32	10.7	400	33	33	10.7	400	500	3B	5	9.0	127	505		
				33	33	10.7	400	34	34	10.7	400	500	3B	5	9.0	127	505		
				34	34	10.7	400	35	35	10.7	400	500	3B	5	9.0	127	505		
				35	35	10.7	400	36	36	10.7	400	500	3B	5	9.0	127	505		
				36	36	10.7	400	37	37	10.7	400	500	3B	5	9.0	127	505		
				37	37	10.7	400	38	38	10.7	400	500	3B	5	9.0	127	505		
				38	38	10.7	400	39	39	10.7	400	500	3B	5	9.0	127	505		
				39	39	10.7	400	40	40	10.7	400	500	3B	5	9.0	127	505		
				40	40	10.7	400	41	41	10.7	400	500	3B	5	9.0	127	505		
				41	41	10.7	400	42	42	10.7	400	500	3B	5	9.0	127	505		
				42	42	10.7	400	43	43	10.7	400	500	3B	5	9.0	127	505		
				43	43	10.7	400	44	44	10.7	400	500	3B	5	9.0	127	505		
				44	44	10.7	400	45	45	10.7	400	500	3B	5	9.0	127	505		
				45	45	10.7	400	46	46	10.7	400	500	3B	5	9.0	127	505		
				46	46	10.7	400	47	47	10.7	400	500	3B	5	9.0	127	505		
				47	47	10.7	400	48	48	10.7	400	500	3B	5	9.0	127	505		
				48	48	10.7	400	49	49	10.7	400	500	3B	5	9.0	127	505		
				49	49	10.7	400	50	50	10.7	400	500	3B	5	9.0	127	505		
				50	50	10.7	400	51	51	10.7	400	500	3B	5	9.0	127	505		
				51	51	10.7	400	52	52	10.7	400	500	3B	5	9.0	127	505		
				52	52	10.7	400	53	53	10.7	400	500	3B	5	9.0	127	505		
				53	53	10.7	400	54	54	10.7	400	500	3B	5	9.0	127	505		
				54	54	10.7	400	55	55	10.7	400	500	3B	5	9.0	127	505		
				55	55	10.7	400	56	56	10.7	400	500	3B	5	9.0	127	505		
				56	56	10.7	400	57	57	10.7	400	500	3B	5	9.0	127	505		
				57	57	10.7	400	58	58	10.7	400	500	3B	5	9.0	127	505		
				58	58	10.7	400	59	59	10.7	400	500	3B	5	9.0	127	505		
				59	59	10.7	400	60	60	10.7	400	500	3B	5	9.0	127	505		
				60	60	10.7	400	61	61	10.7	400	500	3B	5	9.0	127	505		
				61	61	10.7	400	62	62	10.7	400	500	3B	5	9.0	127	505		
				62	62	10.7	400	63	63	10.7	400	500	3B	5	9.0	127	505		
				63	63	10.7	400	64	64	10.7	400	500	3B	5	9.0	127	505		
				64	64	10.7	400	65	65	10.7	400	500	3B	5	9.0	127	505		
				65	65	10.7	400	66	66	10.7	400	500	3B	5	9.0	127	505		
				66	66	10.7	400	67	67	10.7	400	500	3B	5	9.0	127	505		
				67	67	10.7	400	68	68	10.7	400	500	3B	5	9.0	127	505		
				68	68	10.7	400	69	69	10.7	400	500	3B	5	9.0	127	505		
				69	69	10.7	400	70	70	10.7	400	500	3B	5	9.0	127	505		
				70	70	10.7	400	71	71	10.7	400	500	3B	5	9.0	127	505		
				71	71	10.7	400	72	72	10.7	400	500	3B	5	9.0	127	505		
				72	72	10.7	400	73	73	10.7	400	500	3B	5	9.0	127	505		
				73	73	10.7	400	74	74	10.7	400	500	3B	5	9.0	127	505		
				74	74	10.7	400	75	75	10.7	400	500	3B	5	9.0	127	505		
				75	75	10.7	400	76	76	10.7	400	500	3B	5	9.0	127	505		
				76	76	10.7	400	77	77	10.7	400	500	3B	5	9.0	127	505		
				77	77	10.7	400	78	78	10.7	400	500	3B	5	9.0	127	505		
				78	78	10.7	400	79	79	10.7	400	500	3B	5	9.0	127	505		
				79	79	10.7	400	80	80	10.7	400	500	3B	5	9.0	127	505		
				80	80	10.7	400	81	81	10.7	400	500	3B	5	9.0	127	505		
				81	81	10.7	400	82	82	10.7	400	500	3B	5	9.0	127	505		
				82	82	10.7	400	83	83	10.7	400	500	3B	5	9.0	127	505		
				83	83	10.7	400	84	84	10.7	400	500	3B	5	9.0	127	505		
				84	84	10.7	400	85	85	10.7	400	500	3B	5	9.0	127	505		
				85	85	10.7	400	86	86	10.7	400	500	3B	5	9.0	127	505		
				86	86	10.7	400	87	87	10.7	400	500	3B	5	9.0	127	505		
				87	87	10.7	400	88	88	10.7	400	500	3B	5	9.0	127	505		
				88	88	10.7	400	89	89	10.7	400	500	3B	5	9.0	127	505		
				89	89	10.7	400	90	90	10.7	400	500	3B	5	9.0	127	505		
				90	90	10.7	400	91	91	10.7	400	500	3B	5	9.0	127	505		

GOLD CUP POINT SCORING  
Points Awarded for each heat

1st-400 3rd-225 5th-127  
2nd-300 4th-169



# THE BON MARCHE

## THE BON MARCHE IS PROUD TO BE A PART OF THE TRI-CITIES

We are proud to keep pace with the growth and development of this progressive area. We believe in taking firm steps toward the future, too. That is why our buyers shop the world over to bring you the best we can offer in value, fashion, and selection. We make sure that our many services, and conveniences keep up with the times. And we take special pride in the contemporary credit plans we've designed to help you meet the demands of today's economy. But while we progress toward the future, our regard for our customers remains the same. They are still the most important consideration in our business. And we will continue to believe that the very best we can give you in value and service is exactly what you should have.





# Unlimited Racing

## Tri-Cities Style

by Fred Farley  
Unlimited Historian

106.635 in Heat 1-C.

-1969-

July 20, 1969 will go down in history, not only as the day man first landed on the moon but as when Dean Chenoweth claimed first prize in one of the most closely contested Tri-Cities regattas ever. Six heats were run and six different boats won them: the new NOTRE DAME, MISS U.S., the outrigger PRIDE OF PAY 'N PAK, ATLAS VAN LINES (ex WAYFARERS CLUB LADY), MISS BUDWEISER, and the over-all champion MYR'S SPECIAL. Public enthusiasm for the fourth annual event was intensified when NOTRE DAME's Leif Borgersen turned a pre-race test lap of 112.500, well ahead of the 111.386 mark that SMIRNOFF had set in 1966. Borgersen, as things turned out, would have won the race had he not jumped the gun in section 2-A along with two other boats and been compelled to run an extra lap. NOTRE DAME narrowly missed making up that extra lap when the U-7 finished only about twenty yards astern of the Tommy Fults - driven PRIDE OF PAY 'N PAK, the only legal starter in the event. Borgersen and Chenoweth tied at the end of the contest, both chauffeurs having placed first once and second twice for a total of 1000 points. But because MYR'S SPECIAL finished ahead of NOTRE DAME in the Final Heat, the Joe Schoenith - owned craft was given the victory nod in accordance with A.P.B.A. Rules. To add a paradoxical note to the proceedings, the oldest boat in the race, ATLAS VAN LINES, which was in its twelfth year in 1969, toured the first lap of Heat 2-B at 110.294 mph, a new Atomic Cup competition record, with Jim McCormick at the wheel.

-1970-

Dave Heerensperger became the first two-time winning owner of the Tri-Cities race when Tommy "Tucker" Fults pushed PAY 'N PAK'S 'LIL BUZZARD to victory over ten other boats at an average speed of 98.169. The BUZZARD won both of her elimination heats and settled for second in the final go-around to outscore Leif Borgersen and NOTRE DAME 1100 points to 800. Defending Atomic Cup champion Dean Chenoweth driving MISS BUDWEISER was chasing Tommy Fults through the lower turn during Heat 1-C when Chenoweth's mount spun violently and sank. Dean suffered a concussion and the boat sustained a badly shattered bow and much of the forward deck was peeled off. When Chenoweth entered the water, the heat was stopped immediately and re-run as per A.P.B.A. Rules. The BUDWEISER accident was the first ever in the Unlimited Class on the Columbia River. Happily enough, both boat and driver mended quickly and - two weeks later - triumphed in the Seattle Seafair regatta on Lake Washington.

The three cities that have brought prestige to Unlimited racing during the past seven years with their presentations of the Atomic Cup Regatta will stage power boating's biggest prize - the A.P.B.A. Gold Cup - this July 22 as the highlight of their annual Tri-City Water Follies celebration.

These three cities - Kennewick, Pasco, and Richland - sit in an oasis on the Columbia River at the edge of Washington's inland desert - warmed by year-round sun and blessed with a fantastic climate and superb racing conditions.

There had been talk of bringing the major league of water sports to the Tri-Cities as early as 1957. A proposed competition for the Plutonium Cup was scheduled for 1958 but never became a reality. In 1965, the Tri-City Water Follies Association jointly sponsored one of Bob Gilliam's boats which carried the name TRI-CITY SUN at the Lake Tahoe and San Diego Unlimited regattas to promote the outdoor recreational advantages of the Kennewick-Pasco-Richland area. The Atomic Cup made its inaugural in 1966.

-First Tri-Cities Race In 1966-

Twelve Unlimiteds made an appearance in the Columbia Park pit area that first year. During a pre-race warm-up over the 2 1/2-mile oval course, "Wild Bill" Cantrell piloted Joe Schoenith's SMIRNOFF to a speed of 111.386 mph, a Tri-Cities record that would stand until 1969. Bill Brow won all three of his 15 mile heats at the wheel of Bernie Little's MISS BUDWEISER, posting an over-all average of 94.936 to become history's initial Atomic Cup champion. Cantrell and SMIRNOFF placed second followed by Red Loomis in SAVAIR'S PROBE, Bill Sterett, Sr. in the radical twin automotive-powered MISS CHRYSLER CREW, and Bob Fendler in WAYFARERS CLUB LADY. The favored Mira Slovak and TAHOE MISS, winners of the National Championship that season, had a bad day and blew superchargers in two heats out of three but still managed to turn the fastest competitive lap of the event: 102.975.

-1967-

Going into the final heat of the second annual Tri-City classic, MISS BARDAHL pilot Billy Schumacher knew that he had to finish ahead of Bill Sterett, Sr. in MISS CHRYSLER CREW and Jim McCormick in

WAYFARERS CLUB LADY to win first prize, so closely were the three contenders matched on accumulated points. And the CHRYSLER boat, although 100 markers behind the BARDAHL, possessed an enviable total elapsed time edge of 28.6 seconds over the golden U-40. After two laps, it was Sterett, Schumacher and McCormick in that order. Then, with a burst of speed and a near record lap time of 109.489, MISS BARDAHL overtook MISS CHRYSLER CREW to win the heat at 104.448 and the race with a perfect score of 1200 points. Finishing behind BARDAHL, C-CREW, and WAYFARER, were Bob Miller in SAVAIR'S PROBE, Mike Thomas in MISS BUDWEISER, and Norm Evans in S BILL. A record fifteen Unlimiteds attended this Atomic Cup and all course competition records were likewise eclipsed - yet, ironically, none of them were broken by the winning boat! The fastest race was by Sterett in MISS CHRYSLER CREW at 102.325, the best heat by McCormick in WAYFARERS CLUB LADY at 105.386, and the swiftest lap by Bill Muncy in MISS U.S. at 110.024.

-1968-

For the third time in as many years, the Atomic Cup winner emerged victorious in all three of his heats. This time Warner Gardner wound up on top with Dave Heerensperger's MISS EAGLE ELECTRIC, a boat that had campaigned from 1962 to 1967 as \$ BILL but as an "also-ran." The "Screaming Eagle" set a new 45 mile course record with a clocking of 102.687, even though the driver had to hand-operate the booster on his fuel pump during Heat 2-A. The boat quit cold just before the finish. "I hit everything in the cockpit to get an extra band out of that engine," Gardner said. He beat Bob Miller in ATLAS VAN LINES over the line by less than half a second.

Bill Sterett, Sr. once again took second place honors, this time in the new MISS BUDWEISER which turned the fastest lap of the day at 109.706. Jack Regas took third in NOTRE DAME while defending Tri-Cities king Billy Schumacher, after winning his two elimination heats, blew the MISS BARDAHL's Rolls-Merlin engine in the Finale and had to settle for fourth over-all. And, to round out a fast paced day of Unlimited competition, the previous 15 mile Columbia River heat record fell by the wayside when MISS EAGLE ELECTRIC roared home at



Leif Borgersen was once again frustrated in his efforts and - for the second year in a row - had to settle for the runner-up spot - this time on account of a broken camshaft in the NOTRE DAME's Rolls-Merlin engine after leading 'LIL BUZZARD for two laps during Heat 2-A. Third place in the standings went to Jim McCormick in MISS MADISON followed by Terry Sterett in MISS OWENSBORO (the former MISS CHRYSLER CREW re-powered with an Allison), Bob Gilliam in ATLAS VAN LINES II, and Ron Larsen in the cabover PRIDE OF PAY 'N PAK.

-1971-

From 1966 to 1970, all of the Atomic Cup champions utilized Rolls-Royce Merlin power. That trend changed in 1971 when the community - owned MISS MADISON from Indiana and Jim McCormick powered their way into the winner's circle using an Allison V-1710 engine. The victory came three weeks after MISS M had stunned the racing world with her upset victory in the A.P.B.A. Gold Cup on home waters at Madison, Indiana. In capturing the Gold Cup and Atomic Cup events, the U-6 became the oldest Unlimited hydroplane to ever win a race. Others have run over longer periods of time, but no U-boat - before or since -- has ever captured a first place trophy eleven years after its competition debut.

Be that as it may, entering the Tri-Cities Finale, the odds on favorites were Billy Schumacher and PRIDE OF PAY 'N PAK who had decisively won both of their preliminary skirmishes. The remodeled former cabover craft had also set new course qualifying records with a one-lap reading of 113.493 and a two-lap average of 112.996. The first turn was tight with four of the five starters closely bunched. MISS MADISON took the lead and never relinquished it. PRIDE OF PAY 'N PAK blew her engine on the second lap while trying to catch second place Bill Muncey in the new ATLAS VAN LINES. Billy Sterett, Jr. spun the NOTRE DAME, lost precious seconds, and had to settle for third spot in both the Final Heat and

the over-all standings. PRIDE OF PAY 'N PAK was officially fourth with Ron Larsen and MISS TIMEX fifth.

-1972-

When the roostertails subsided after the seventh annual Tri-Cities Unlimited Regatta, five new world records for a 2 1/2-mile course were in evidence. On Friday, July 21, Billy Sterett, Jr. and PRIDE OF PAY 'N PAK set a five mile qualifying mark of 120.161 with lap times of 120.000 and 120.321 respectively. On race day, July 23, Bill Muncey and ATLAS VAN LINES turned a competition lap of 115.979, a 15 mile heat of 110.655, and a 45 mile race of 108.000. Muncey scored a perfect 1200 points to

win owner Lee Schoenith his second Atomic Cup - but not without an assist from Bob Gilliam in PIZZA PETE (the aging former TRI-CITY SUN). Entering the final stanza, Muncey and Billy Sterett were tied with 800 markers apiece.

PRIDE OF PAY 'N PAK jumped into an early lead and appeared enroute to a clearcut victory over second place ATLAS VAN LINES until, just thirty seconds from the finish, Gilliam got into the act. Bob spun out in the upper turn and was flipped into the water turning minor bruises and scratches. For only the second time in Tri-Cities history, the race had to be halted and the results nullified. At the start of the re-run, ATLAS and PAY 'N PAK were side by side. Then the PRIDE suddenly lost power and came to an abrupt stop. With PAY 'N PAK out, ATLAS was never headed and won easily. MISS BUDWEISER with Terry Sterett, Billy's brother, was second on points. PRIDE OF PAY 'N PAK placed third and defending champion Jim McCormick finished fourth with MISS TIMEX.

-1973-

The Atomic Cup will relinquish centerstage to the Gold Cup this year. The Tri-City Water Follies Association won the right to stage the 65th annual running of that prestigious event with a bid of \$41,150. July 22, 1973 will be a day to remember in Pacific Northwest sports history for the Kennewick - Pasco - Richland race course is demonstrably fast and safe and graced with unparalleled spectator viewing areas. Unlike previous regattas on the Columbia River, four 15 mile heats will be run instead of the usual three. Every possibility exists that the current world record for the 60 mile distance (100.535, set in 1970 at San Diego by NOTRE DAME) will be broken. The aim of the originators of the Tri-Cities Unlimited series was to build their area into a leading water sports capital to single out the water potential of the Columbia Basin area and the public spirited atmosphere to be discovered by tourists and industrial prospects. The Gold Cup is a fitting culmination of their efforts.

## Money Winners

### 1972 SEASON

1. Atlas Van Lines  
\$46,200
2. Pride of Pay 'N Pak  
\$26,626
3. Miss Budweiser  
\$22,751
4. Pizza Pete  
\$14,150
5. Miss Timex  
\$10,200
6. Notre Dame  
\$8,180
7. Towne Club  
\$8,131
8. Go Gale  
\$8,080
9. Lincoln Thrift  
\$5,830
10. Miss Madison  
\$4,381

Stop in

**the LIBRARY**

A TAVERN

PASCO

**Palm Tavern**

BENTON CITY

**MELODY NO. 1  
MUFFLERS**

**COMPLETE MUFFLER SERVICE**

Custom Muffler & Pipe Work  
Trailer Hitches Installed  
Shock Absorbers Installed

**OPEN 6 DAYS**

"When You Need Mufflers Think Melody"

529 W. Columbia Dr., Kennewick - 586-9281





# Golden Opportunities from your Multiple Listing Service

Opportunities become golden whether you are buying or selling real estate when you use the Tri-City Multiple Listing Service. MLS speeds up real estate sales because your property is automatically listed for sale with every member of the MLS covering the entire Tri-City Area.

For utmost confidence and protection in any real estate transaction, it will pay you to consult a Realtor.



## TRI-CITY MULTIPLE LISTING SERVICE

### RICHLAND

Elly Rowland Realty 226 Williams	946-4696
Metro Real Estators 1307 Geo Wash Way	943-1111
Richland Realty 660D Geo Wa Way, Box 488	946-6155
Dick Worth & Associates, Inc. 1201 Jadwin Bldg. Suite 103	946-4106
Keith Adams & Associates Richland, Inc. 700 Geo Wash Way	946-4136

### COLUMBIA CENTER

Bumgardner Realtors 7514 W. Yellowstone Ave.	783-8157
Sharp Investment & Realty, Inc. 615 Columbia Center	783-8121

### PASCO

John C. Sawyers Real Estate, Inc. 522 W. Clark	547-9797
R. L. Smart, Realtor 719 W. Lewis	547-9538

### KENNEWICK

Curt Briggs Realty 2410 W. Kennewick Ave.	783-4161
Commercial Investments, Inc. 3400 Clearwater, Suite No. 6	783-8128
Inter City Realty 313 N. Ely	783-8119
Keith Adams & Associates, Inc. 3400 Clearwater, Suite 1	783-4147
Lawrence Mabry, Inc. 104 Vista Way	783-4155
Miller's Real Estate 212 W. 1st Ave. Kennewick	586-6644
Ben Phillips, Inc. No. 1 Angus Square	783-6161
R. R. Matheson, Inc. 209 W. 1st Ave. Box 6165	586-5111
Thompson & Lampson Real Estate, Inc. 2557 W. Kennewick Ave.	586-4111
Town & Country Real Estate, Inc. 2523 W. Kennewick Ave.	586-1116
We Sell Real Estate, Inc. 132-B Vista Way	783-4165





**Karen Lee Luvaas**

Miss Tri-Cities -- 1972-73

Photo by Dale Schreck Photographers



